CYCLE NEWS®

April 20, 1988 : Number 15

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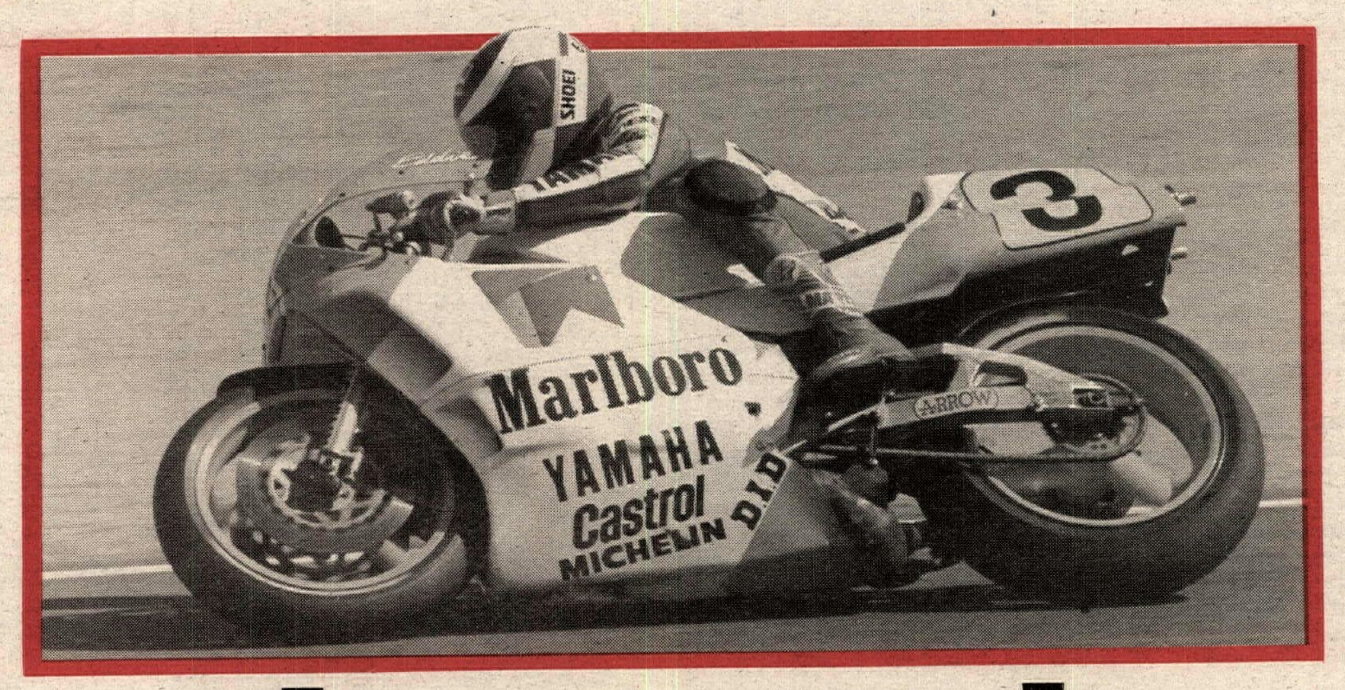
Laguna Seca U.S. GP



Lawson!

Filice!

TIME DATED MATERIAL MAILED APRIL 12, 1988

America's weekly motorcycle newspaper

In the WIND

BY PAPA WEALEY

Charlie Orr (H-D) won the AMA 600cc National Championship Short Track at Dixie Speedway in Woodstock, Georgia, April 10. Garth Brow (Hon) and Steve Morehead (W-R) followed Orr across the finish line with Rodney Farris (Hon) and Dan Ingram (H-D) rounding out the top five. It was announced at the race, which drew over 5000 spectators, that Dixie Speedway would host another 600cc National on October 23. As it now stands, that event will be the final dirt track National of 1988.

The April 10 Cadiz, Kentucky, round of the AMA National Championship Hare Scrambles Series was won by Tony Hendon (ATK), with Kurt Hough (Kaw) taking second and Scott Plessinger (Kaw) third. It was the third straight win for Hendon in as many rounds and Hendon and Hough repeated their 1-2 finishes of the previous round which took place in Tennessee. National Champion Eddie Lojak (Hus) was fourth with former National Champion Mark Hyde (Hus) fifth.

Scott Russell (Suz) pocketed a pile of Suzuki National Cup contingency money by winning the A, B and C Production class races at the April 9-10 WERA road race meet at Talladega, Alabama. Mike Harth (Suz) was first across the finish line in the A Production race but was later disqualified for "running a six-speed gearbox" in his Suzuki GSXR1100. Harth took second in B Production. Paul Bray (Suz) was second in A Production. Russell scored three more wins over the weekend, topping the B and C Superbike classes and the Formula Open class.

At the April 9-10 WERA meet at Indiana's Indianapolis Raceway Park David Schmidt (Suz) topped the A Production race, Kurt Hall (Suz) won in B Production, and Hall (Hon) scored again in C Production. Scott Zanpach (Suz) finished second in both A and B Production, while Fritz Kling (Hon) was the runner-up in the C Production race.

Jim Filice, who stunned the world by winning the U.S. 250cc GP at Laguna Seca, will contest the Saturday night, April 16, AMA Grand National Championship Sacramento Mile at Cal-Expo aboard one of Hank Scott's Hondas. Filice rode an Eddie Atkins Harley-Davidson in mile rounds of the Camel Pro Series last year, scoring 17 points. The 25-year-old Modesto, California, resident has won four dirt track Nationals. His first win came aboard a Kenny Roberts-sponsored, Mert Lawwill-tuned Harley at the 1981 Louisville Half Mile, and he scored three mile wins in 1983, at Chicago, Syracuse and San Jose, on Atkins' XR750. His best National road race finish came last year when he finished second on a Yamaha in the Camel Pro road race at Laguna Seca.

Coverage of the Easter weekend opening round of the World Championship Endurance Road Race Series, which was won by Italy's Marco Lucchinelli (Duc), and the Match Races was delayed in shipment and will appear in next week's *Cycle News*.

Race fans attending Camel Pro Series events will have an opportunity to win a free motorcycle at the new Camel Pro Pavilion which will be set up at each round of the series. The pavilion is a prominent 48-foot by 32-foot blue and yellow tent. Inside the pavilion, visitors can register to win a commemorative Camel 75th Anniversary motorcycle and helmet. The drawing will be held on race day, and the lucky winner will receive a replica of Camel Pro Champion Bubba Shobert's helmet and their choice of any one of the following motorcycles on display inside the pavilion: Harley-Davidson XLH Sportster, Honda VF1000R, Kawasaki 750 Ninja, Suzuki Katana 600 and Yamaha FZR400. All entrants must be 21 years of age, and contestants do not have to be present to win. The pavilion also features TV screens where visitors can watch video highlights of 1987 Camel Pro Series events, an information board to help fans keep track of race winners and other happenings on the Camel Pro circuit. In addition, visitors can take home a free photograph from the souvenir photo unit. Check the Calendar section in this issue for a complete listing of dates and sites of upcoming Camel Pro Series events.

The first winner of a Camel 75th Anniversary bike was Jeff Schmidt of Jessup, Maryland. The drawing was conducted after the March 6 Daytona 200 and Schmidt, who took his first airplane flight in order to be on hand for Daytona Cycle Week '88, chose a Honda VF1000R.

American Airlines and the Unadilla Valley Sports Center have announced the availability of complete travel packages for fans, teams, etc. for the July 23-24 U.S. 250cc MX GP at the New Berlin, New York, motocross circuit. In making the announcement, Unadilla's Ward Robinson noted that this was the second year that American Airlines has offered the most economical means for long distance travelers to reach the site of the event, as American made similar arrangements for the 1987 Motocross des Nations. For more information on the airline's travel arrangements, call (toll-free) 800/433-1790 and ask for Star Record #S 66595 (in Texas, call 800/792-1160).

Northern California speedway fans can look forward to a 20-week schedule of racing at Sacramento's Cal Expo. No Brakes Racing will kick-off the speedway season at Cal Expo on Wednesday, April 6, with racing getting underway at 7:30 p.m. No Brakes Racing is headed up by Mike Rooney, former Northern California Speedway Champion in the seventies. Mike is joined by his father, Steve Rooney, who has been connected with speedway racing since its rebirth in Northern California in the seventies. For more information, call 916/485-8619 or 489-0476.

The Hilltoppers Rosarito GP in Baja, Mexico, will take place on April 10, not the following week as has been reported elsewhere. The 100-mile event will feature separate races for motorcycles and ATVs for the first time. For more information, call 714/898-4557 or 213/428-4971.

Octillo Wells, a California State Vehicular Recreation Area (SCRA) on the eastern edge of Anza-Borrego Desert State Park in southern California, is being expanded, according to the California Department of Parks and Recreation. Parks Department officials said the size of the SVRA will be boosted from its original 14,590 acres to 42,890 acres. Octillo Wells is located next to Bureau of Land Management lands which offer an additional 150,000 acres for riding immediately adjacent to the SVRA to the north, east and south.

Mickey Thompson Entertainment Group's June 18 Coors Super Crown of Stadium Motocross race in Los Angeles (California) Memorial Coliseum will feature a double run up and through the Peristyle with two jumps off the top, according to MTEG. The "Peristyle Double" was first used in the Coliseum last July at a MTEG Off-Road Championship Gran Prix event. The Los Angeles race will be the last round in the three-race Super Crown of Stadium Motocross Series as well as the final round of the 1988 AMA/Coors Supercross Series. Race-related festivities will include manufacturers' displays and a free fun zone featuring live music. Area Yamaha dealers will be offering all ticketholders free early entry passes to watch the afternoon's practice and qualifying sessions.

Desert Distributing of Mojave, California, the exclusive distributor of Miller beer in the Antelope Valley region, has announced that it will sponsor road racer James Domay for the remainder of the Formula USA Series at Rosamond, California's Willow Springs Raceway. Domay, 25, has won the opening three rounds of the series. The Sylmay, California, resident finished third in the point standings last year.

Preliminary national statistics for January-June 1987 show motorcycle fatalities down 11% from 1986. This figure continues a seven-year downward trend which shows motorcycle fatalities decreasing by 22% since 1980. The figures for the first half of 1987 are especially encouraging considering automobile fatalities are only down 2%. "The Motorcycle Safety Foundation is very encouraged by the decrease in motorcycle fatalities," said Alan Isley, president. "We feel that a heightened awareness of safe riding practices resulting from the growing number of participants in rider training courses has contributed to this decrease."

Both the May 29 British and July 2-3 rounds of the World Championship Endurance Road Race Series have been canceled,

CATALINA REVISITED: Walt Fulton (center), winner of the inaugural Catalina Grand Prix race which was run on the island off the coast of southern California in 1951, poses with Catalina Island Museum staff members and Bill Bagnall (right) with display posters depicting overviews of the eight years of motorcycle competition on the island. Others, from left: Pete Salamunovich, Patricia Anne Moore (curator) and Carol Kirk. In an earlier visit to the museum, Fulton noted an absence of any mention of the famed motorcycle race series, and contacted Bagnall, who had attended every race and reported and photographed each event for Motorcyclist magazine, to compile the posters for museum display. Posters were donated by the Trailblazers, a fraternal organization of early-day motorcycling enthusiasts.

Wind

according to the FIM. That slims the series down to four rounds, with the April 2-3 Le Mans, France, round already in the books. The FIM has announced that 1989 will see the running of the inaugural World Championship TT Endurance Road Race Series, consisting of 10 events.

In case you missed it and are headed for southern Europe for the events, the Portuguese round of the World Championship Road Race Series will be held at Jerez, Spain, on May 1, not at the Estoril circuit in Portugal. The Spanish GP takes place at the Jarama circuit near Madrid on April 24.

The 80cc class of the World Championship Road Race Series will be dropped following the 1989 season. Only six of the 16 GPs scheduled for 1989 will offer an 80cc race.

The week of June 19-25 will see the 2nd Annual All Bikers Blood Donation Week take place. Conducted by the All Bikers Blood Donor Foundation, the blood donor drive works with the American Red Cross. For information on how your club or group can become involved, write All Bikers Blood Donor Foundation, P.O. Box 13428, Chesapeake, VA 23325.

Husaberg Motor AB has been formed in Sweden to begin manufacturing a line of as yet un-named motorcycles. A factory has been set up on the north side of Lake Vaetern in Askersund, just across the lake from the former Husqvarna factory. Among the principals of the new company are Ruben Helmin, the former race chief of Husqvarna, and Bjorn Elvin and Urban Larsson, both former Husqvarna employees. The sale of Husqvarna to Cagiva by Electrolux and the subsequent move of production to Italy left an experienced work force behind. The new company is expected to release its first model, reportedly a large capacity four-stroke off-road bike, in 1989.

The final touches are being put on our new magazine, *Motorcycle Road Racer Illustrated*, and it's scheduled to be in the mail to subscribers and shipped to dealers and newsstands by the second week of May. For a free *Motorcycle Road Racer Illustrated* stickie, send a self-addressed,

(Continued to page 4)

Over the edge

Dave's flashy riding style did little to impress the crowd.

PHOTO BY KIT PALMER

Copyright Page 3 Productions. From an idea by Carol Sims

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ON THE FRONT PAGE: Californians Eddie Lawson (top) and Jimmy Filice (bottom) dominated racing action at the Laguna Seca United States Grand Prix in Monterey, California. See page 6 for complete race coverage. Photos by Henny Ray Abrams.

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CYCLE NEWS 1964 25 YEARS 1988

voices

Number one

After reading the race report on the Hangtown MX, I have to comment. Some of the bike magazines have reported that Rick Johnson has a large ego. I personally think he is one of the all-time greats, but it lessens the image I have of him to read the egotistical things he said about handling the track the best and his number one plate. I would rather read why Micky Dymond was not racing than read how great Rick Johnson thinks he is.

MICHAEL RIGDON
Hermosa Beach, CA

We suggest you review what Rick Johnson said. He won both motos at Hangtown despite very trying conditions and said, "It makes me feel like I deserve to have that number one plate on my bike when you win like that." We agree with him and we agree with you when you say he's one of the "all-time greats." As was reported in our In The Wind section of the issue that contained Hangtown coverage, Micky Dymond is sidelined with a broken hand . . . Editor.

Not so cool cola

Oh no, not again! It was bad enough when a certain credit card company depicted one of its *non-members*, a thief, riding off on a motorcycle in a TV commercial. While I was glaring at prime time television I came upon another advertising atrocity non-depictive of the positive position of motorcycles and we souls who ride them.

Before my very eyes the operator of a hi-tech (GSXR) machine, minus a female passenger who has just gotten off the bike, daunts a head gesture indicative of the "wanna race me" mode towards Mr. Cool Dude in his obvious Cobra replica car. Mr. Cool obliges. At the toss of a bandana the bike rips away in a dirt laden roostertail. As the dust settles, left behind are the girl, Mr. Cool Dude (he hasn't even started the car) and the instigative can of 7UP. Our hopeful hero is once again transformed into a speed demon maniac, uncontrollable and with an over-zealous right wrist.

Now I think it's wonderful to see motorcycles in commercials and TV programming, but only in a positive or ambient way, one that would be helpful to the industry. I feel that the Un-cola is giving an "Un-desirable" image to our motorcycling world. If this concerns you the way it did me, put your pen to paper or become an un-Un-cola drinker in protest. It's obvious that we've shown the negative aspects of riding, I think it's time we show the positives.

ANDREW ADAMICK
Toronto, Ont., Canada

Pepsi-Cola International is the soft drink division of PepsiCo, Inc., a Fortune 500 company that posted $11.3 billion in sales in 1987. PepsiCo purchased Seven-Up International for $246 million in 1986, obtaining exclusive rights to the 7UP brand in all markets outside the United States. Canadians can voice their displeasure with the commercial by writing Pepsi-Cola Inc., Consumer Relations, 1255 Bay St., Toronto, Ont. Canada M5R 2H3. PepsiCo is now directly involved with motorcycling through their sponsorship of the Team Pepsi Suzuki GP road race team. They describe their involvement as being a "multi-million dollar advertising and sponsorship agreement." Team members Kevin Schwantz and Rob McElnea took part in the filming of a Pepsi commercial at Daytona in March. In addition, England's Donnie McLeod, a 250cc GP competitor aboard Dr. Joe Ehrlich's EMC, is sponsored by 7UP. In light of PepsiCo's positive involvement, motorcyclists everywhere should drop a line to Mr. Roger A. Enrico, President, PepsiCo Worldwide Beverages, Purchase, NY 10577. Thank Mr. Enrico for his company's support of motorcycle racing, and tell him in light of that involvement you feel he should review the commercial Mr. Adamick refers to above . . . Editor.

Not a race

The Iron Butt Association would like to clear up some common misconceptions that seem to be circulating the motorcycle industry regarding the Iron Butt Rally.

Contrary to popular belief, the Iron Butt Rally is *not* a speed contest. As the name states, it's a rally — not a race. As a matter of fact, timed checkpoints keep riders on a set schedule (well within local speed limits) during the 11-day competition around the perimeter of the U.S. There's no doubt the Iron Butt is a tough challenge — it's supposed to be.

Iron Butt candidates must possess a substantial riding history to qualify for a starting position. Before a rider's application is accepted, he or she must pass a physical, provide proof of a valid insurance policy with a minimum liability limit of $100,000, and the entrant's motorcycle must pass a Pennsylvania safety inspection.

The Iron Butt's safety record is outstanding; in the past four years competitors have ridden over one-million miles without a serious accident. However, putting safety ahead of all else, rally master George Egloff has decided to reduce the total mileage of this prestigious endurance rally for 1988. Additionally, the mandatory rest stop at the halfway point in California has been expanded from six to eight hours.

MICHAEL KNEEBONE
Chicago, IL

Iron Butt Rally entry forms and further information are available from the Iron Butt Assocation, 6326 W. Grace St., Chicago, IL 60634, 312/744-4170 . . . Editor.

Husqvarna exodus

It seems that each time I pick up the latest *Cycle News* I learn of yet another Cagiva/Husqvarna-sponsored rider who is now aboard another brand of machine.

After all the years of dominance in desert racing, enduros, and on the hare scrambles circuit, it appears the hired talent is leaving Husky.

What's causing Husky and its riders to part company?

GEORGE LAPLANTE
Holland, MI

Ed Lojak, the National Champion Hare Scrambles rider, is still aboard a Husky, as is former National Champion Mark Hyde. Terry Cunningham, the former National Champion enduro ace, is also riding a Husqvarna in '88. Brand switching is part of the racing scene and while there are many reasons riders switch brands, different race program philosophies can be pointed at as the number one reason several riders switched from Husqvarnas to other brands of bikes . . . Editor.

In the WIND
BY PAPA WEALEY

(Continued from page 3)

stamped envelope to MRRI Stickie, Cycle News Inc., P.O. Box 498, Long Beach, CA 90801-0498.

France's Jean-Michel Bayle (Hon) was the overall winner at round two of the World Championship 125cc MX Series in Genk, Belgium, April 10. Bayle went 2-1 while Holland's Davey Strijbos (Cag) went 1-2 for second overall. Third overall with a 3-4 tally went to Dutchman Pedro Tragter (Hon). Rounding out the top five were 1987 500cc World Champion Georges Jobe (Hon) and American Bobby Moore (KTM), who went 4-6. Bayle leads the series points chase over Strijbos 77-67. Third in points is Moore with 53.

The autumn AMA Grand National Championship/Camel Pro Series Sacramento (California) Mile will be held at Cal-Expo State Fairgrounds on October 8, not on October 1 as previously listed in the *Cycle News* calendar.

Robert Presley (D-Riverside), chairman of the California Senate Appropriations Committee, is studying AB36, a mandatory helmet bill introduced last year by Assemblyman Richard Floyd (D-Gardena), to determine whether it should be heard by his committee or go straight to the senate floor for a vote. The committee does not hold hearings on proposed legislation unless Presley decides the proposals might have a fiscal impact on the state budget. As *Cycle News* went to press, April 11, Presley still was studying the measure. AB36 was approved by the state legislature in 1987.

Scott Tyler (Yam) won the Ultracross main event at the third round of the Mickey Thompson Off-Road Championship Gran Prix Series in Seattle, Washington, April 9. Tony Graves (Hon) was second and Jim Holley (Yam) third.

Motorcycle safety programs have been reestablished as a "national priority" by the National Highway Traffic Safety Administraton (NHTSA) and are now eligible for

(Continued to page 46)

NGK's got your ticket to ride!

Win your class in the 1988 "Dodge Truck" CMC Spring Classic Motocross Series... sponsored in part by NGK Spark Plugs (USA), Inc. and NGK will pay your gate fees for the entire 1988 "Dodge Truck" CMC California Summer Series!

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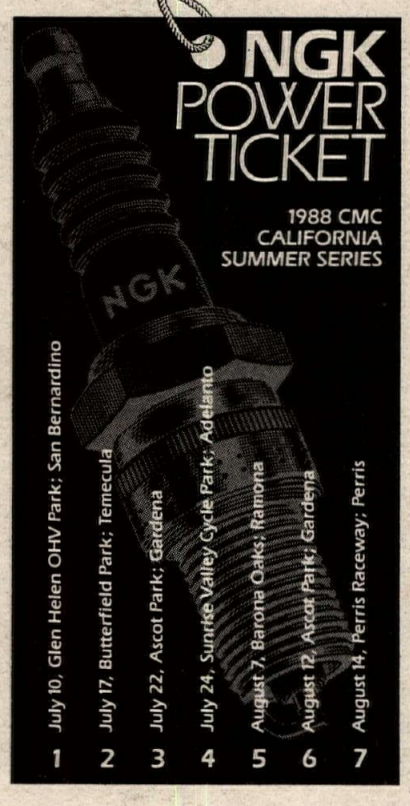

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*Gate fees for winning sportsmen administered by CMC. No cash substitutes and/or cash refunds.

Schedules:

1988 "DODGE TRUCK" CMC SPRING CLASSIC MOTOCROSS SERIES

April 24, Sunday	Glen Helen OHV Park; San Bernardino, CA
April 29, Friday Night	Ascot Park; Gardena, CA
May 1, Sunday	Barona Oaks; Ramona, CA
May 6, Friday Night	Ascot Park; Gardena, CA
May 15, Sunday	Butterfield Park; Temecula, CA
May 20, Friday Night	Ascot Park; Gardena, CA
May 22, Sunday	Sunrise Valley Cycle Park; Adelanto, CA

1988 "DODGE TRUCK" CMC CALIFORNIA SUMMER SERIES

July 10, Sunday	Glen Helen OHV Park; San Bernardino, CA
July 17, Sunday	Butterfield Park; Temecula, CA
July 22, Friday Night	Ascot Park; Gardena, CA
July 24, Sunday	Sunrise Valley Cycle Park; Adelanto, CA
August 7, Sunday	Barona Oaks; Ramona, CA
August 12, Friday Night	Ascot Park; Gardena, CA
August 14, Sunday	Perris Raceway; Perris, CA

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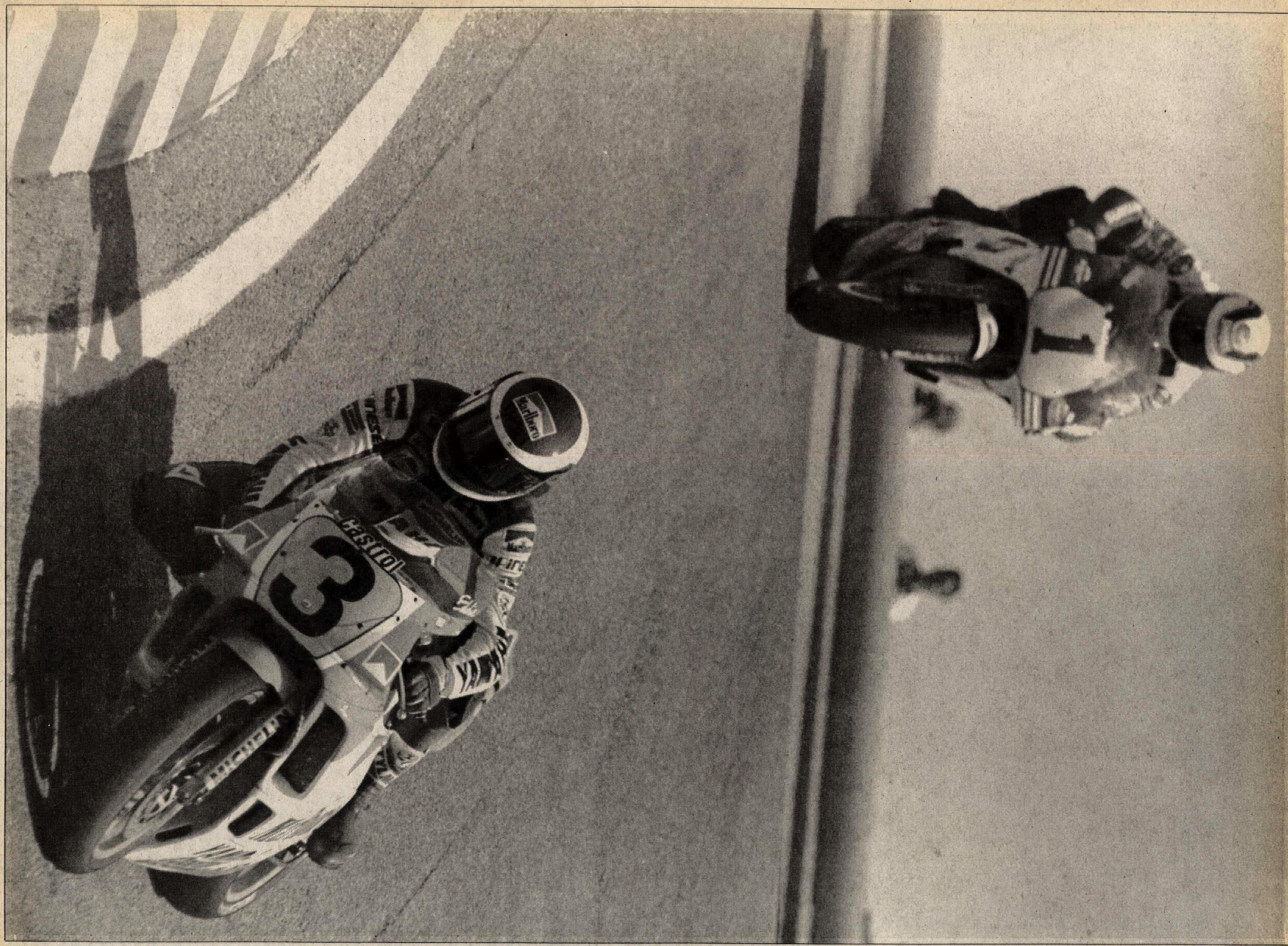
60cc 0-8	**80 Beginner**	**125 Beginner**	**250 Beginner**	**500 Beginner**	**Vet Jr**	**OT Junior**	**ATV-4 250 Beginner**
Tim Tilton	Craig Smith	Chuck Kinne	Robert Drew	Leonard Kilman	Doug Clark	Jay Biery	Chad Hensley
#12T KAW	#T14 SUZ	#22K KAW	#M55 YAM	#4L YAM	#L75 HON	#395 YAM	#H4 SUZ
60cc 9-11	**80 Junior**	**125 Junior**	**250 Junior**	**500 Junior**	**Vet Intermediate**	**OT Intermediate**	**ATV-4 250 Junior**
Zach Rund	Chris Kefalas	Larry Lawrence	Perrin Perez	Mike Crawford	Dave Potts	LeRoy Smith	Ben Geissel
#872 KAW	#C33 HON	#55L YAM	#41P HON	#10C YAM	#Z28 HON	#11X HON	#H8 HON
80 Open	**80 Intermediate**	**125 Intermediate**	**250 Intermediate**	**500 Intermediate**	**Vet Master**	**OT Master**	
Ty King	Damon Huffman	Jeff Emig	Chad Pederson	Tim Whitlock	Mark White	Bob Krah	
#46T YAM	#30D SUZ	#47J KAW	#315 YAM	#32W HON	#77G YAM	#10 YAM	


Castrol
3
Castrol

(Left) Eddie Lawson leads defending World Champion Wayne Gardner through the chicane during the 500cc GP. (Above) The 250cc GP gets underway with Dominique Sarron (4) leading John Kocinski (80), Sito Pons (3), Carlos Cardus (5), Anton Mang (1) and winner Jimmy Filice (65).

World Championship Road Race Series: Round 2

Lawson, Filice star in U.S. Grand Prix

By Paul Carruthers
Photos by Henny Ray Abrams

MONTEREY, CA, APRIL 10

Marlboro Yamaha's Eddie Lawson turned in a masterful come-from-behind win to beat Rothmans Honda's defending World Champion Wayne Gardner in the first United States Grand Prix since 1965, held at Laguna Seca International Raceway.

The two-time World Champion from Upland, California, started slowly when his Yamaha YZR500 bogged on the line, but the determined 30-year-old battled through to beat Gardner by 6.447 seconds in the 40-lap, 87.84-mile race. Third place went to early leader Niall Mackenzie on the HB Honda.

Lawson's win in front of an estimated 80,000 race fans also gave him a one-point lead, 35-34, over Gardner in the title chase, and his 20th victory put him in a tie for sixth with the now retired Freddie Spencer on the all-time win list.

Pole sitter Wayne Rainey rode the Team Roberts Yamaha YZR500 to a fourth place finish with Japanese Grand Prix winner Kevin Schwantz finishing fifth on the Team Pepsi Suzuki. Frenchman Christian Sarron, Brit Ron Haslam, Belgian Didier de Radigues, England's Rob McElnea and Darien, Connecticut's Mike Baldwin rounded out the top 10 in a race that saw only 18 starters and 11 finishers.

For the second GP in a row an American shocked the established stars of Grand Prix racing in the 250cc class, but this time that distinction went to Jimmy Filice. The dirt tracker turned road racer took advantage of a once-in-a-lifetime opportunity and won a GP in only his first attempt.

Filice inherited the factory Honda NSR250 of injured Masahiro Shimizu, who broke his wrist testing for the Japanese GP, and promptly destroyed the competition. The diminutive northern Californian stormed to the front of the pack and eventually beat Spaniard Sito Pons by 9.843 seconds. Third place went to Dominique Sarron, giving Honda an NSR250 sweep of the top three places. Pons' second place finish moved him past Toni Mang and into the championship lead with 34 points.

Team Roberts John Kocinski improved upon his fifth place finish in Japan with a fourth at Laguna while fifth place went to AMA Grand National Champion Bubba Shobert in his first-ever Grand Prix. Shobert rode a Camel-sponsored 1987 Honda NSR250.

"Do you think I'm on my way?" Filice asked after the race. "Someone employ me please. I'm unemployed."

That may not be the case for much longer, however, after his stunning performance at Laguna. The last time Filice won a race was in 1983, and that was the San Jose Mile; it had been six years since Filice had sat on the seat of a 250cc road racer.

Luca Cadalora, Jacques Cornu, defending World Champion Anton Mang, Reinhold Roth and Juan Garriga rounded out the top 10 in the 250cc GP. Thirty-six 250s started the race with 26 finishing the 31-lap affair.

Much like the Americans have done for years in the rest of the world, the foreign riders complained bitterly about the newly-enlarged, 2.196-mile Laguna Seca track and its paddock facilities. The biggest gripes were in regard to track safety, namely the roughness and lack of runoff areas on the old portion of the track. The paddock, luxurious by American standards, was thought to be makeshift by the foreigners with its tents instead of garages, and its general lack of quality facilities.

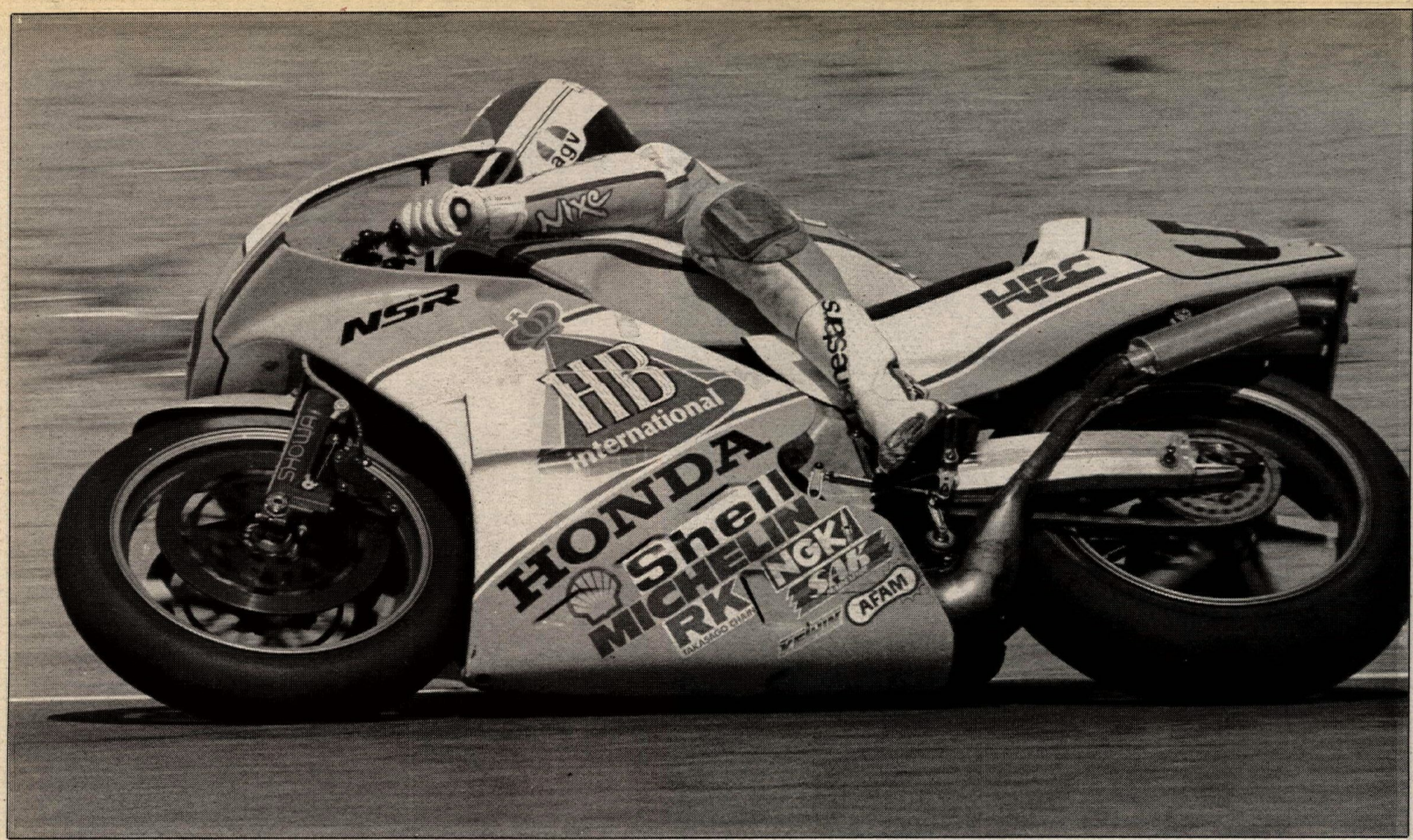
Five-time World Champion Mang was the most critical. "If we would have a GP like this in Czechoslovakia it would be understandable because of their financial background, but America is supposed to be superior," he said. "I can't believe they found the moon. I think they showed us a trick film."

After the first day of practice on Thursday, the riders demanded the removal of the hay bale-lined concrete retaining wall lining the exit of turn 11, the last turn on the course, a slow left-hander. That night the wall was removed and two rows of bales, two high, were used instead. Although most remained critical, the foreign riders were impressed with the organizers' desire to meet the requirements needed to make them happier next year.

All four timed sessions were held in near-perfect weather conditions, a fact that helped calm the otherwise upset foreign riders.

Rainey surprised the field by taking the 500cc pole position on his Dunlop-clad Yamaha YZR500. The southern Californian turned in a 1:29.214 lap during the third timed session for an average speed of 88.613 mph.

"I tried some different things, but



Scotland's Niall Mackenzie rode his Honda NSR500 to a solid third place finish after leading the early laps of the GP.

Kevin Schwantz leads Wayne Rainey in the 500cc GP; the two were fierce Superbike competitors last season.

I made it worse for the fourth session," Rainey said. "I'm getting used to it. I'm starting to use the front more; I'm starting to trust it and my tires are starting to show it. It's like setting the bike up for two different tracks here because one part is smooth and the other bumpy. I'm having most of my problems with the smooth stuff; mostly front end chatter. I changed the rear a little and slowed down the rebound, but I'll change it back for the race and make it come up a little better.

"I knew there was a chance of getting in the top three. I know the place, but then again with the competition I didn't think I would be on the pole. I was just doing my own thing, but I'm glad I've got fast time here at the U.S. GP. Being on the rostrum would be great and winning would be greater."

Only .252 behind Rainey was Lawson (1:29.466, 88.364 mph) and the Michelin-clad Marlboro Yamaha.

"You have to set it up for the bumps because if you can't go through the bumps you're not going to go fast here," Lawson said. "I think the Yamahas are working better through the bumps, but the Hondas accelerate better. And I think we have a little on the Suzuki in top gear. We have the best chassis out there, now all we need is the motor. I feel comfortable at the pace I'm going and it looks like a lot of the other guys are on the ragged edge at that pace; that makes me happy."

After qualifying, Lawson saw Rainey as a threat, but was more concerned with Gardner. "If he (Rainey) can stay consistent for 40 laps he'll be a threat," he said. "He's riding smooth and staying on the race track and that's something a lot of guys aren't doing."

Lawson used Sunday's morning warm-up to try and get the carburetion on the Yamaha set up to get it off the line. He had a disastrous start in Japan which he feels cost him

Unseasonably warm 90 degree temperatures were popular with the estimated 80,000 fans in attendance at the U.S. Grand Prix.

a chance for the win. "If I don't get a good start, I won't be a threat," he said.

Third quickest was Mackenzie at 1:29.473. The Scot was using fifth as his top gear on the Honda NSR500 in an effort to stop wheelspin in the fast turn one rise, but was still encountering excessive tire wear because of the spin.

Schwantz was next at 1:29.491, but the Texan was noticeably working harder than the rest to achieve that time. "It could be a long day," Schwantz admitted after qualifying. "It's a lot of work staying with Eddie. He pulls me out of every corner. The difference between here and Suzuka is the dead stop corners. In Suzuka we had momentum coming out of the corners."

Rainey's Australian teammate Kevin Magee filled the front row after narrowly edging fellow Aussie Gardner in the final session. Magee turned a 1:29.652 with Gardner stopping the clock at 1:29.766.

"We still haven't got the combination we want," Magee said. "I'd be happy to get on the rostrum. I'd like to win, but I'd rather be realistic about it and I'd be happy to get on the rostrum. It'll be a bit like a 250 race out there."

Gardner, who was using sixth as his top gear rather than fifth like Mackenzie, claimed he was taking it a little easy in the final session. "Everyone is pushing real hard," he said. "It's dangerous and I'm not willing to push it that hard. I didn't feel it was worth the risk."

Gardner said he was looking forward to getting back to Europe where "things will be a little different." Gardner also said that he figured some of the other Michelin riders and the Dunlop riders (read Rainey and Magee) were using qualifing tires. "I've been using my race tires the whole time," Gardner said.

Sarron, Shunji Yatsushiro (Honda NSR), Didier de Radigues (Yamaha YZR) and Pier-Francesco Chili (Honda NSR) rounded out the top 10 qualifiers.

Back in 16th was Randy Mamola and the Cagiva, but the 1987 championship runner-up would not grid for Sunday's race after suffering a concussion in practice. Entering turn three during the first session on Friday, the countershaft sprocket (held on by a bolt rather than the more conventional nut) fell off the Cagiva, causing the rear wheel to lock, tossing Mamola, who has lost 16 pounds since last season, on his head. The northern Californian felt sick and dizzy on Saturday, and opted not to ride on Sunday.

Prior to the crash Mamola was still suffering teething problems with the Cagiva and his Pirelli tires. "Top speed is good, as good as Eddie's," he said. "But we're having problems coming off the corners. I don't know if it's acceleration or the tires, but it's probably a combination of the two. I think the rear tire profile might be too flat."

In 15th was Mike Baldwin, riding a Team Katayama three-cylinder Honda RS500. The former Team Lucky Strike Roberts rider said he will also ride the bike in the Spanish and Portuguese GPs.

The final rider to qualify for the 500cc GP was Oregon's Eugene Brown and his 1982 Suzuki RG500. Brown who is in his 40s, finished 12th in the 1967 Canadian round of the 250cc World Championship on his Yamaha TD1C. Brown's best lap was 12.279 seconds slower than Rainey's pole earning lap.

Practice crashers included Mackenzie and Alessandro Valesi (Valesi rammed Mackenzie from behind entering the corkscrew), De Radigues (twice), Mamola and Ron Haslam. The most serious practice crash, however, was Patrick Igoa's at the exit of the corkscrew and the Frenchman suffered a broken right shoulder and a concussion.

After his performance in Japan, Kocinski's 250cc pole position (1:32.958, 85.044 mph) on a track he was familiar with took no one by surprise. Filice being second on the grid, however, was a different story. The 115 pounder was only .004 slower than Kocinski and was quickly getting familiar with the NSR after almost crashing in the exit of turn 11 on Thursday.

"It's a one-time deal right now," Filice said of the Honda ride that was arranged by Erv Kanemoto. "It's faster than any superbike I've ever ridden. It's the best thing I've ever sat on."

Kocinski was confident and said he could go faster come race day. "I went out and did one lap at 33.2," he said. "I stopped because there were too many people out there and it was too dangerous. I waited until it got clear and when I came around the board said 33.2. It takes them guys 10 laps before they can do 33s. I can do them right off the bat, and I think I can do them more comfortably."

Third quickest was Sarron at 1:33.121 with Pons fourth at 1:33.178. Former World Champion Carlos Lavado filled the front row on his HB-sponsored Yamaha YZR250. The second row consisted of Carlos Cardus (Honda NSR), Jacques Cornu (Honda NSR), Juan Garriga (Yamaha YZR) and Bruno Cassanova (Aprilia).

Mang was 10th fastest with Shobert 13th. In all there were 13 riders within a second of Kocinski's quickest lap.

Nineteen Americans and one Canadian 250cc rider attempted to qualify for the first Grand Prix to be held in the U.S since 1965, and 10 of the Americans and the lone Canadian, dirt tracker Jon Cornwell, made the 36-rider field. Kocinski and Filice led the way with Shobert, Randy Renfrow, Donnie Greene, Thomas Stevens, Andy Leisner, Rich Oliver, Doug Brauneck and Richard Moore making the cut. Those not qualifying were Garry Griffith (37th), third place Daytona 250cc finisher Danny Coe (38th), David Busby (39th), James Stephens (40th), Eric Kondo (42nd), John Long (43rd), Marchello Del Guidice (44th), Mike Sullivan (45th) and Alan Scott (46th). Qualifying 20th was AMA 250cc Grand Prix regular, England's Alan Carter.

Returning to racing after missing the Japanese GP because of injury was last year's championship runner-up Reinhold Roth (Honda NSR - 12th) and Martin Wimmer (Yamaha TZ - 14th).

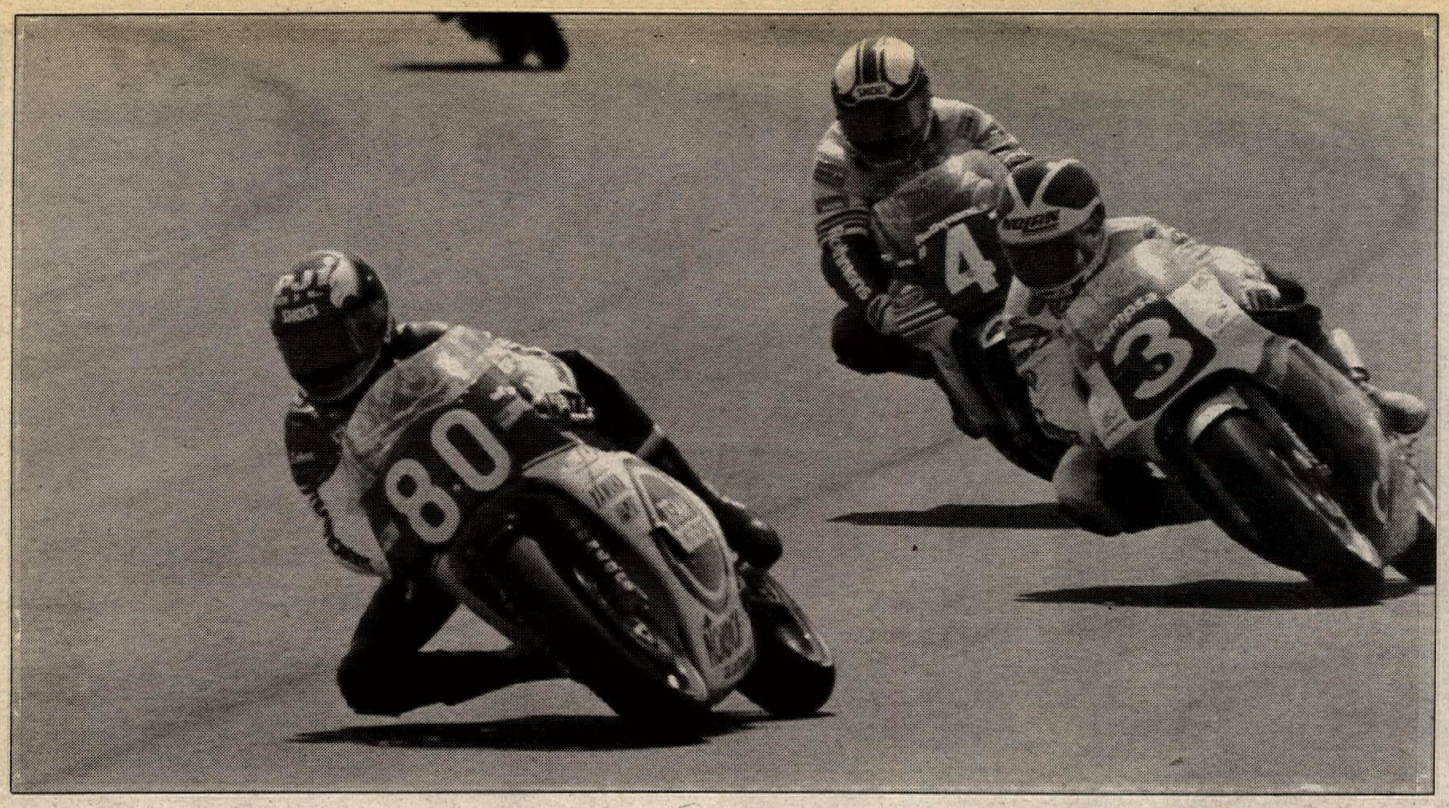
Lawson, as predicted, got a bad start and was ninth as the 500cc pack roared into turn one, and leading the way was Mackenzie, followed by Gardner.

Attrition reared its ugly head quickly as Brown and his RG500 lasted three turns before crashing out of the race, and Magee's Yamaha was coughing and sputtering its way slowly around the race track in near last place.

At the end of the first lap Mackenzie held an unfamiliar lead with Gardner next followed by Schwantz, Rainey, Haslam and Lawson. Chili was next with de Radigues and Yatsushiro in hot pursuit. Magee was second last and would pit one lap later.

Lawson disposed of Haslam in turn three to start the second lap and set his sights on the Schwantz/Rainey battle. By the third lap, Mackenzie still led Gardner and was 2.88 seconds clear of Lawson, who had followed Rainey past Schwantz.

Roche pitted the Cagiva on lap four with later reports indicating the Frenchman "just quit." By the end of the fourth lap Mackenzie had



John Kocinski (80) leads second and third place finishers Sito Pons (3) and Dominique Sarron (4).

Jimmy Filice was ecstatic after winning his first ever GP.

increased his lead over fourth-placed Lawson to 3.5 seconds.

By lap six, Mackenzie was two seconds clear of Gardner and having the race of his 500cc career. Lawson was hounding Rainey, but was having problems getting past the current AMA Superbike Champion. Schwantz was next with a big gap to Sarron and then a battle between Haslam and de Radigues.

On the eighth lap Lawson showed his determination by stuffing it under Rainey exiting turn two, a second gear left-hander. Schwantz followed suit and ran it under Rainey entering the corkscrew. "I felt like I was going to run with Eddie, but everything went downhill from there," Schwantz said later. "We steepened it up, but it started twisting more and more as the tires went off."

Once past Rainey, Lawson immediately closed the gap on Mackenzie, who was still comfortably ahead of Gardner, to 2.14 seconds. Lawson was still turning consistent times in the low 1:30 range, while the others seemed to be slowing. Gardner was having the toughest time of it, with his Honda appearing to have a hinge in the middle of it under acceleration.

Lawson had a scare on lap 12 as he almost nailed Gardner in turn 11. "Wayne slowed a little more than I thought he would and I just about took us both down," Lawson said later. "He doesn't know how close he came to falling down."

Schwantz was also finding the limit, running onto the dirt on the exit of turn three on the 12th lap, while holding off Rainey.

On the 14th lap Lawson passed his rival Gardner in turn two, using the same move that enabled him to pass Rainey earlier, diving to the inside and outdriving the Honda out of the corner. Mackenzie led the 1984/1986 World Champion by 1.98 seconds, but the American was on the move.

On lap 15 Yatsushiro crashed in turn two, but he remounted only to pit later. He had been involved in a good battle for seventh with de Radigues, Haslam and Chili. Mackenzie, meanwhile, was being caught from behind by Lawson and only led by 1.37 seconds.

One lap later that gap was gone and Lawson was breathing down the Scot's neck. On lap 17 Lawson again showed his superiority in turn two as he dove under Mackenzie to take the lead. Lap 17 also saw Chili crash the Honda in turn 11.

Lawson immediately opened a lead on Mackenzie as he continued to run at a comfortable pace in the low 30s. On lap 18 Rainey passed a fading Schwantz and appeared to be catching Gardner.

By the 22nd of 40 laps, Lawson had 3.48 seconds on Mackenzie, who in turn had another 4.4 seconds on Gardner. Rainey was another 2.7 seconds behind the Aussie.

The song remained the same until lap 33 when Gardner suddenly began to close on Mackenzie. The Scot was losing his brakes and slowing drastically. In the corkscrew Gardner shot up the inside and moved into second place. On the 35th lap, Marco Gentile crashed the Marlboro-sponsored Fior in turn six.

With three laps to go, it was Gardner experiencing brake problems, allowing Mackenzie to close up and threaten to the finish line. Gardner, however, managed to hold him off, earning 17 points and keeping his hold on second in the championship.

Rainey rode home a lonely fourth with Schwantz fifth. Sarron followed in sixth after going the entire distance without any company. Haslam on the Elf 5, de Radigues, Schwantz' Pepsi Suzuki teammate McElnea, and Baldwin rounded out the top 10.

On the cool-off lap, Lawson showed uncharacteristic emotion, stopping his bike after the corkscrew, jumping over the hay bales and throwing his helmet and gloves in the crowd while the fans chanted, "Eddie, Eddie, Eddie . . . "

"I got a real bad start again and I thought this was it, those guys are gone," Lawson said. "It was a little bit tough to pass, but I was getting a good drive out of there (turn two), so I slipped it up the inside and it worked. I thought I'd worn the tires out catching up, but they hung in there.

"This is the most demanding track we race on, without a doubt," Lawson said with Gardner nodding in agreement. "But I really like it now. This (an American Grand Prix) is what the sport needed to get it going in the right direction. Winning here to me is like winning the World Championship."

Lawson said the win was the greatest of his career.

Gardner explained the problem with his ill-handling Honda. "I'm knackered," he said while looking at newly-forming blisters on his hands. "This track didn't suit the power characteristics of the Honda. It just destroys the tires, and I also ran out of brakes near the end. I'm not making any excuses, Eddie really rode well. As much as I don't like finishing second, it was good for the sport that Eddie won in America."

When asked if he would have Honda do something different to the bike for next year's GP at Laguna, Gardner said. "Next year we are going to bring a motocross bike here. A CR500 I think it's called.

"I knew Eddie would be the one to beat, so I'm pleased with second. My problems were a rear suspension and tire combination. The Hondas just didn't want to work around here. I could see 'em (the spectators) moving away from the fence, so I knew something was up."

"It was new to me being in front," Mackenzie said. "I settled down and thought this is just like practice. I tried to forget about the guys behind me. I could see Eddie gaining (while Mackenzie had the early lead), but I just hung in there the best I could."

Magee's bike problem was diagnosed by his manager Warren Willing. "It was either starving for fuel or it was flooded," he said. "We couldn't find anything wrong with it, but it wouldn't run in here (the paddock) either. We pulled it apart and put it back together and it was fine."

The first 250cc start was botched by the starters and after some chaos the riders were given another warm-up lap and the race distance was cut to 31 laps from the original 32.

The holeshot went to Sarron, but it was Shobert coming from the third row of the grid to lead the pack across the line at the end of the first lap. Sarron was second with Kocinski, Filice, Pons and Cardus following.

Filice, however, didn't waste any time and was soon leading the way. He immediately opened up a lead while turning consistently low 1:33s and simply let the rest battle for second place.

By the fifth lap he led by 3.15 seconds. Kocinski was second, riding on tires that he claimed were shot after the second lap, followed by Sarron, Cardus, Pons and Shobert. Further back came Cornu, Casanova, Mang and Cadalora.

Pons soon disposed of Sarron on lap eight and then Kocinski on lap 12. It was then Sarron's turn to pass Kocinski, and soon the top three were evenly spaced apart, with Kocinski left to fend off the advances of Shobert.

At the end of 15 laps Filice was still dominant, leading Pons by 7.21 seconds. Sarron was third with Kocinski fourth and Shobert fifth. Cornu was sixth, but was beginning to come under pressure from a fast-closing Cadalora/Mang battle. Casanova was next with Roth and Reggiani in tow. Lavado, after moving up to 10th from a poor start, crashed entering turn two. The next best American after Shobert was Renfrow in 18th place.

By the 20th lap the top five positions were relatively settled. No one was going to catch the ultra-smooth, mistake-free riding Filice, and Pons and Sarron were well spaced. Shobert would gain every once in a while on Kocinski, but he later said he didn't want to risk crashing in his first Grand Prix.

On the 24th lap, Cadalora shot past Cornu for sixth place and two laps later Mang did likewise. Cornu, however, would later repass Mang on the final lap.

On the 26th lap, Luis became the second Lavado on the day to hit the pavement as the younger cousin to Carlos crashed his McDonalds-sponsored Yamaha.

"I had horsepower on everyone up the hill," Filice said later. "I got 'em there every time. I was getting signs from my pit not to look back, and I just took it easy and felt real comfortable. The last eight laps the tires got greasy and I slowed down, but I knew they couldn't catch me a second a lap. The only problem I had was when I started day dreaming about winning and getting a job. They hired me to win the race and I wanted to win the race. I had more confidence today then I've ever had."

Filice explained that dirt track tuner Jerry Griffith helped to get him the ride along with Erv Kanemoto. He said that Kanemoto told him there was a 95% chance of getting the ride, but he had to wait. "I couldn't sleep," Filice said. "Shimizu - I thank him."

Filice had the opportunity to go to Europe with Kenny Roberts' Marlboro-sponsored 250cc team in 1983 as a teammate to Wayne Rainey, but he opted to stay in the U.S. to continue dirt track racing. "I wasn't capable of winning then and I wanted to go to Europe to win."

"He go out alone and I fight with five or six riders," Pons said. "I was three or four laps with Kocinski and then I think, 'Where is Jim Filice?' He was five or six seconds in front of me. I think about the World

Eddie Lawson rides into the winner's circle after his 20th career Grand Prix victory.

Championship and I know Jim Filice is not doing the whole championship. This track is like motocross if you don't have the right line in the bumps."

What slowed Kocinski? "The rear tire was gone after two laps," he said. "I almost highsided two times and the harder I tried the farther back I got. It's a long race when it's not working."

Kocinski said his Dunlop tires were the same as those used by Mang and Cornu. "That's what I was told to use," he said.

"For a one-time, first-time effort it was first class," Shobert said of his Camel/World Championship Motorsports-sponsored ride. "We got people's attention. I didn't want to take any chances out there. There were a couple of places that I could catch him (Kocinski), but at low rpms it was a bit rich and it wouldn't accelerate smoothly. We knew it would be rich, but we wanted to play it safe." ●

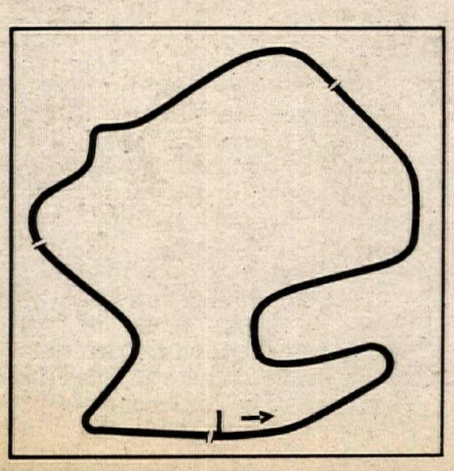
Results

500cc: 1. Eddie Lawson (Yam); 2. Wayne Gardner (Hon); 3. Niall Mackenzie (Hon); 4. Wayne Rainey (Yam); 5. Kevin Schwantz (Suz); 6. Christian Sarron (Yam); 7. Ron Haslam (Elf); 8. Didier de Radigues (Yam); 9. Rob McElnea (Suz); 10. Mike Baldwin (Hon); 11. Alessandro Valesi (Hon); 12. Marco Gentile (Fior); 13. John Long (Yam); 14. Pier-Francesco Chili (Hon); 15. Shunji Yatsushiro (Hon).

250cc: 1. Jimmy Filice (Hon); 2. Sito Pons (Hon); 3. Dominique Sarron (Hon); 4. John Kocinski (Yam); 5. Bubba Shobert (Hon); 6. Luca Cadalora (Yam); 7. Jacques Cornu (Hon); 8. Anton Mang (Hon); 9. Reinhold Roth (Hon); 10. Juan Garriga (Yam); 11. Bruno Casanova (Apr); 12. Loris Reggiani (Apr); 13. Jean Philippe Ruggia (Yam); 14. August Auinger (Rtx); 15. Alan Carter (Yam).

500cc WORLD CHAMPIONSHIP POINT STANDINGS: 1. Eddie Lawson (35); 2. Wayne Gardner (34); 3. Kevin Schwantz (31); 4. Niall Mackenzie (28); 5. Wayne Rainey (23); 6. Christian Sarron (18); 7. Didier de Radigues (15); 8. Ron Haslam (13); 9. Kevin Magee (9); 10. Shunji Yatsushiro/Rob McElnea (7); 12. Mike Baldwin (6); 13. Hikuru Miyagi/Alessandro Valesi (5).

250cc WORLD CHAMPIONSHIP POINT STANDINGS: 1. Sito Pons (34); 2. Toni Mang (28); 3. John Kocinski (24); 4. Jacques Cornu (22); 5. Jimmy Filice (20); 6. Juan Garriga (16); 7. Dominique Sarron/Masaru Kobayashi (15); 9. Jean Philippe Ruggia (12); 10. Bubba Shobert (11); 11. Toshihiko Honma (8); 12. Carlos Cardus/Reinhold Roth (7); 14. Masumitsu Taguchi (6); 15. Seigo Kikuchi/Bruno Casanova (5).



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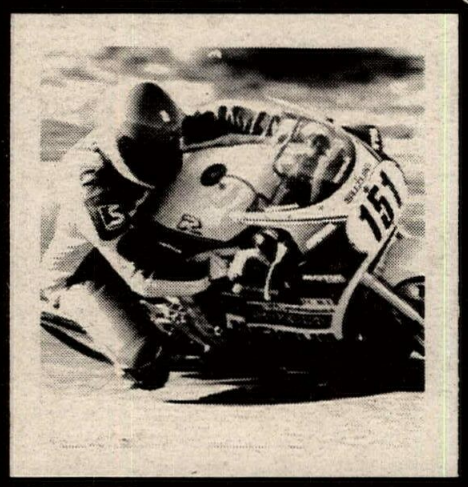

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Taking second overall was the Ted Hunnicutt/Brett Howell team riding a Kawasaki KX250. They captured the 250cc (Class 22) win.

The Dan Smith/Garth Sweetland team appeared to have taken the overall but were disqualified for riding off course.

SCORE International Off-Road Series: Round 1

LaPorte/Morales top Great Mojave

By Anne & Tom Van Beveren
Photos by Tom Van Beveren
LUCERNE VALLEY, CA, APR. 2

Controversy clouded the finish at the 4th annual SCORE Great Mojave 250 when race officials disqualified apparent winners Dan Smith and Garth Sweetland and awarded the victory to the runner-up team of Randy Morales and Danny LaPorte.

In a post-race decision that took the competitors by surprise, SCORE disqualified Smith and Sweetland after the Husqvarna team riders completed the 250-mile course almost three minutes ahead of the nearest competition. The disqualification handed the overall honors and the $700 Class 22 winner's purse to Kawasaki factory riders Morales and LaPorte.

"Dan Smith was disqualified for a course-cutting infraction," SCORE's race director and chief steward, Steve Kassanyi said. "We put officials out there where we suspected people would be cutting the course and a complaint (about Smith) was filed. According to the course official, (Smith) was off the course and was spoken to out there. The matter was heard by the competition review board and he was disqualified."

Smith, whose 1988 victory would have given him four wins in a row in the four-year-old event, was surprised by SCORE's decision.

"I think it's just an honest mistake," the Team Husqvarna rider said. "No one stopped me or talked to me out there and I wasn't off the course. I think they must've got the numbers mixed up or something."

Smith lodged a protest with SCORE, along with a check for $250, the day after the event in hopes of clearing his name.

"It's not the money, it's my reputation," said Smith. "Everyone that knows me knows I'm honest injun. I don't cheat. I can't afford to. My reputation is what makes me money. I'm going to do everything I can to fight this."

The outcome of Smith's protest was still up in the air three days after the race when *Cycle News* spoke to SCORE President Sal Fish.

"Dan (Smith) has submitted some information to us and we are trying to get a hold of the committee that sat in on the protest hearings to reconvene to see if there's any new evidence that was overlooked," said Fish. "If there is something we're not aware of we would like to get it straightened out."

Team Green's Morales and LaPorte were credited with the win after completing the grueling 250 mile course in five hours and 12 seconds for an average speed of 45.37 mph — just shy of Smith and Sweetland's 45.78 mph average.

"It was a pretty close race all the way," said LaPorte, after bringing the Kawasaki Motor Corp./JT Racing/Alpinestar-backed KX500 in to the finish line. "A lot of tracks are wide open — just a road race — but this one had some tight stuff and a lot of bumps."

The "tight stuff and bumps" were the result of a new course format designed to improve safety and make things more interesting for the motorcycle riders. Instead of running 250 miles on the same course as the cars and trucks, as they had in previous years, motorcycles in the 1988 Great Mojave 250 had a special loop all to themselves.

The motorcycle course followed the car route for the first 25 miles, then ran off to the east in a sweeping 50 mile loop through the Peagan Mountains, toward Mikiska Road, east to Soggy Dry Lake and north parallel to Bessemer Mine Road. After racing four times around their separate loop, the motorcycle competitors then joined the cars for the final 10-mile run to the finish line.

The starting flag dropped for the first motorcycle just after 6:00 a.m., and the racers powered off the line at 15 second intervals to do battle with Lucerne Valley's difficult terrain. "We were hitting 100 (mph) through there in a couple of spots but overall the course wasn't nearly as fast as these things usually are," said Sweetland. "There was probably about eight miles or so that was fast but the rest was cross-grain stuff. It was rough and pretty tight, and a lot more fun than going wide open all day like you usually do at a SCORE race."

Team Green's Mark Vanscourt agreed. "This is the best course SCORE's ever had for bikes," said the KX250 pilot. "It was tight for a change and that made it challenging."

The race was too close to call as the riders completed the 25-mile opening section and started into their first circuit of the motorcycle loop, but the faster riders had started to make their presence felt by the time the 60-mile mark flashed by and the racers headed into the pits at Soggy Dry Lake for the first time.

Team Green's Paul Krause and Grant Palenske were putting in a fast-paced run at the head of the pack

Kenny Parry and Greg Winters teamed up to capture the Class 30 (30-plus years of age) win on a Yamaha YZ250. They finished fifth overall.

The Paul Krause and Grant Palenske team were top contenders before their big-bore Kawasaki reportedly seized.

and were almost neck-in-neck on adjusted time with the Smith/Sweetland Husky as it rocketed through the pits in second place.

The Kawasaki team's victory bid did not last for long. The Krause/Palenske KX500 reportedly seized just 10 mles out from the pit and put the frontrunners out of the race.

Krause's misfortune turned out to be a godsend for Vanscourt.

"I was riding with Scott Mapes but he broke his ankle the first time he got on the bike," Vanscourt said. "He went down somewhere on his first loop and the bike landed on him and broke his ankle. That meant I had to ride the last two laps by myself. Paul (Krause) was out of the race by then so we checked with the race officials and he rode one of the loops for me. It worked out well except that he brought the bike back with no brakes at all."

With Krause and Palenske out of the running, the physical and time-adjusted lead turned over to Smith and Sweetland, with Kawasaki's Ted Hunnicutt/Brett Howell 250cc team pushing hard for second in the time-adjusted standings.

John Braasch and Darin Cartwright turned in a sizzling first lap to put their YZ125 out in front of the nearest Class 20 competition by almost four minutes, and Kenny Parry and Greg Winters, on the Granada Yamaha/Smith Goggles/PJ1/AXO/Scott's Scooter Service/Winters Foam Systems YZ250, were going strong at the head of the Class 30 pack.

The Smith/Sweetland charge continued in loop two, while further back in the pack Morales and LaPorte were starting to make their move. A record-breaking second loop put the Kawasaki team up into second overall, with Hunnicutt and Howell continuing to dominate the 250cc division in third, ahead of the hard-charging Mike Baker/Kurt Pfeiffer KX250 team.

As the fast pace continued, mile after mile, the grueling terrain started to take its toll on the racers and their machines.

"It was rougher than anything out there and the traffic made it rougher every time," said Smith. "The dust was awful and I ran out of gas twice."

Other problems were more costly. "We were running second in class (Class 20) most of the way but the bike died just before the pits at Soggy on the last lap," said Frank Chase, who was teamed with Ron Jennings on a Maxima/O'Neal/Burbank Tool-backed KX125. "We pulled it to get it going again and after that I just tried to keep it running. It died completely just before the finish and I had to push it in about a mile. It has no compression at all now."

Mike Baker's problems also started on a trip through the Soggy Dry Lake pits.

"The course wasn't marked very well on the dry lake and there were some play riders going across it," said Baker. "I slowed down when I got near them and most of them stopped but one three-wheeler went through right in front of me. I clipped his back tire and went down. It took me a minute or two to pick myself up after that one."

As the racers headed for home down the final 10-mile section they shared with the cars, things got even worse.

"The whole thing was great except for when I caught up to the cars," said LaPorte, who was still running a strong second to Smith/Sweetland as the race entered the final stages. "I didn't prerun that last section so I wasn't sure about it and the dust was so bad you couldn't see a thing."

The dust also caused problems for the race-long leaders of Class 20.

"About half a mile back from the finish I hit a pothole I didn't see in the dust at about 50 or 60 mph," said Braasch. "I went right over the bars — crash and burn, the whole thing. I can't believe I'm still alive."

Most of the competitors also had problems coping with the car traffic.

"I about got run over by a truck trying to come in," said Scott Morris, who was teamed with Daryl Folks on a factory-sponsored Cagiva 250. "I was trying to pass and he tried to push me off the course."

When the checkered flag finally fell after five hours of hard-on-the-gas competition, the Smith/Sweetland Husky entry was the first bike home. But by the time the dust finally cleared, later in the evening, it was the second-placed team of Morales and LaPorte who walked away with the honors.

"We had a good ride," said LaPorte. "Nothing went wrong except that we lost the rear brakes about halfway through, but you don't really use them that much so it didn't make very much difference.

"It's my first time in this race," said LaPorte, "and only the third desert race I've ever done. The only thing I didn't like about it was the dust. But everyone else has to deal with that too, so I can't really complain."

Second place in Class 22 was claimed by Ken Rieger and his 16-year-old brother Bob Rieger. The Rieger team finished 25th overall on a Kawasaki KX500 almost two hours behind Morales and LaPorte. Steve Taber and Nyan Spaccarelli raced home half an hour after the Riegers to claim third in class.

Second overall in the time-adjusted standings and the win in Class 21 went to Kawasaki pilots Hunnicutt and Howell, who dominated the class from start to finish and brought their KX250 home with a total elapsed time of five hours and six minutes.

"It was a good course," said Howell, who thanked Kawasaki, Sinisalo, Trick, Renthal, Tsubaki, Scott Goggles and AXO. "This one was more like a real desert race — it was a bit more geared to motorcycles and ATVs. It was rough, the course got chewed up and the silt was really bad, but we had a trouble-free ride."

The Hunnicutt/Howell duo was followed in by YZ250 pilots Baker and Pfeiffer (third overall, second in Class 21), with Vanscourt and Mapes claiming fourth overall with a little help from Krause.

"Kurt fell off on the start, then we got a flat, and then I ran into the three-wheeler," said Baker. "I think we could've done a bit better but I guess second in class is okay."

The Morris/Folks Cagiva duo were the next Class 21 entrants to cross the line (sixth overall), narrowly edging out the rather battered Lane/Leud Honda in seventh overall.

Parry stormed across the finish line in sixth overall to claim a wire-to-wire victory in Class 30 with teammate Greg Winters.

Second in the Over-30 division went to the Sixbery/Eveland Yamaha in ninth, with Jim Townsend/Dennis Hight's Honda claiming third.

Some last minute arrangements earned John Braasch and Darin Cartwright the honors in Class 20.

"My original partner pulled out on Thursday so we put all this together on Thursday night — just one day before the race," said Braasch who's sponsored by Covina Yamaha, Montclair Yamaha, O'Neal, Smith.

They were followed in by Jeff Korhonen and Mike Palmer's KX125 in 10th overall. Sean Bradley and Nick Young claimed third on their YZ125. •

Results

O/A: 1. Randy Morales/Danny La Porte (Kaw); 2. Ted Hunnicutt/Brett Howell (Kaw); 3. Mike Baker/Kurt Pfeiffer (Yam); 4. Mark Vanscourt/Scott Mapes (Kaw); 5. Kenny Parry/Greg Winters (Yam); 6. Scott Morris/Daryl Folks (Cag); 7. Joey Lane/Bruce Lerud (Hon); 8. John Braasch/Darin Cartwright (Yam); 9. Mike Sixbery/Jim Eveland (Yam); 10. Jeff Korhonen/Mike Palmer (Kaw); 11. Nick Young/Sean Bradley (Yam); 12. Hal Bankhead/Steve Hollister (Yam); 13. Frank Chase/Ron Jennings (Kaw); 14. Jim Townsend/Dennis Hight (Hon); 15. David Callaway/Mike McDonald; 16. Mike Harper/Ron Gray (Hus).

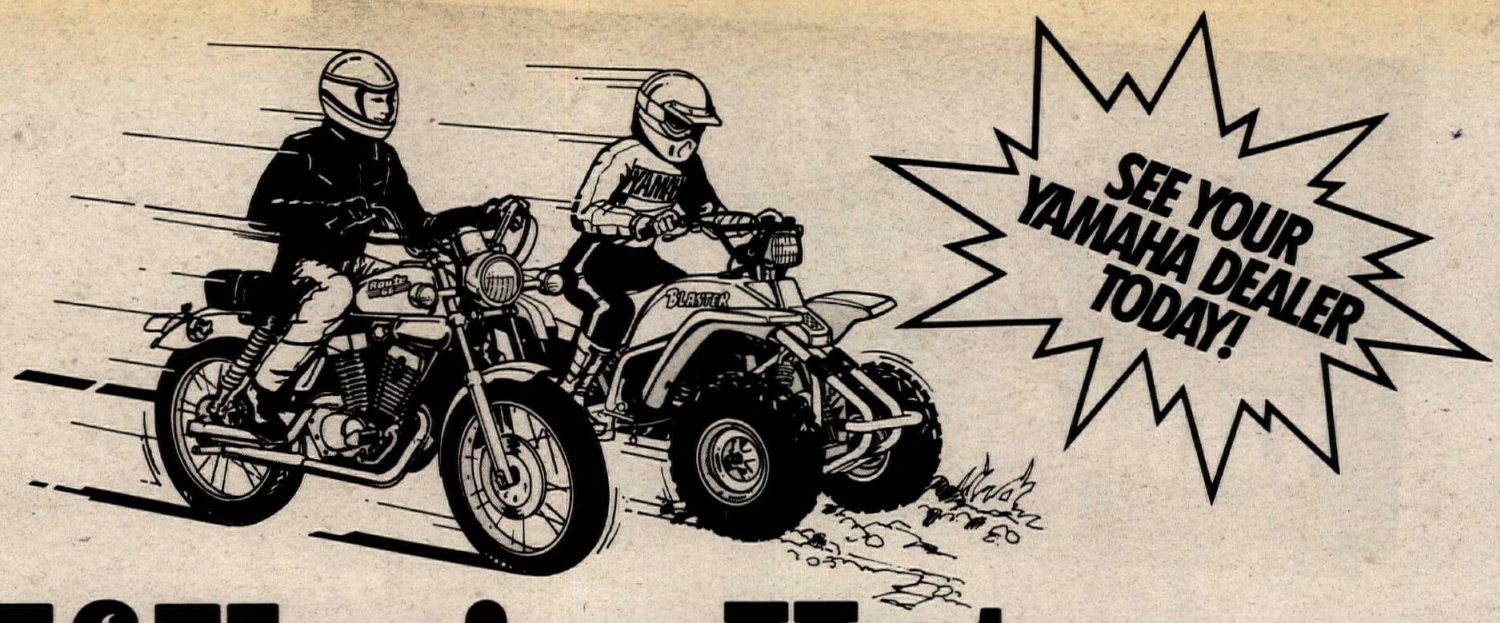
CLASS 22 (251cc): 1. Randy Morales/Danny La Porte (Kaw); 2. Ken Rieger/Bob Rieger (Kaw); 3. Steve Taber/Nyan Spaccarelli.

CLASS 21 (126-250cc): 1. Ted Hunnicutt/Brett Howell (Kaw); 2. Mike Baker/Kurt Pfeiffer (Yam); 3. Mark Vanscourt/Scott Mapes (Kaw).

CLASS 20 (125cc and under): 1. John Braasch/Darin Cartwright (Yam); 2. Jeff Korhonen/Mike Palmer (Kaw); 3. Nick Young/Sean Bradley (Yam).

CLASS 30 (30+): 1. Kenny Parry/Greg Winters (Yam); 2. Mike Sixbery/Jim Eveland (Yam); 3. Jim Townsend/Dennis Hight (Hon).

CLASS 38 (38+): 1. Hal Bankhead/Steve Hollister (Yam); 2. Mike Harper/Ron Gray (Hus); 3. Jon Duncan.



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Jeff Ward (1) and Doug Dubach (21) lead the pack out of the second turn at the start of Sunday's main.

Ron Lechien helps Rick Johnson (left) celebrate his second consecutive victory on Sunday by dousing Miss Coors with champagne.

AMA/Coors Supercross Series: Rounds 5-6

Johnson sweeps Silverdome doubleheader

By Nate Rauba
Photos by Tom Strattman
PONTIAC, MI, APR. 9-10

Honda factory rider Rick Johnson couldn't be stopped as he rolled through the Pontiac Supercross, winning both Saturday night and then again on Sunday afternoon in the Silverdome.

In both contests Johnson had to overtake Kawasaki's Jeff Ward, who finished second in both events. Ward's teammate, Ron Lechien, kept the top three positions identical with third place finishes in each event.

In Saturday's opener Johnson came from fifth and chased Ward until the Kawasaki teamster almost crashed over a triple jump. Johnson used the mistake to close in and make a pass, then pulled away to win by nearly 30 seconds as Ward couldn't get back up to speed following the mishap. Lechien overcame a bad start to place third, while Yamaha's Broc Glover put in a fine ride to take fourth after passing Honda's George Holland near the end.

Team Suzuki's Keith Turpin was knocked out of action on the first night when he crashed and suffered a broken femur in the third heat race.

Sunday's race turned out to be a thriller as Johnson and Ward staged a classic battle way out in front of the pack. Ward led the main early but Johnson charged up and passed him, only to crash a short time later. Ward went back into the lead and Johnson played catch-up once again. Despite another fall Johnson reeled Ward in, and as the two battled side-by-side they touched entering a turn, sending Ward off into the hay bales and onto the ground. Ward recovered in time to maintain second over teammate Lechien. Suzuki's Erik Kehoe finished fourth and Yamaha-supported Doug Dubach claimed fifth after a race-long battle with Suzuki's Ronnie Tichenor.

"It was a good race between the two of us," Johnson said. "It's easy for me to say that it was a good race because I won, but I think even if I would've finished second I still would think it was a good effort by both of us."

Johnson left Pontiac with an 11-point advantage on Ward with four rounds remaining in the series, but Johnson was quick to point out that anything can happen. "One mistake, one good crash in a main event and that could be gone."

In 125cc action Yamaha-mounted Mike LaRocco came from behind and passed Michael Jones, also aboard a Yamaha, for the win on Saturday. Kawasaki rider Chris Coleman rounded out the top three. Jones' consistency put him into 125cc Eastern Region points lead, two ahead of DeHoop.

Suzuki's Todd DeHoop claimed Sunday's 125cc win by leading from start to finish. Young claimed second with Coleman third once again.

A total of 65,194 spectators over the two days gave Pontiac the best attendance record it's had in several years. On Saturday 41,893 filled the lower levels of the Silverdome, while 23,301 witnessed Sunday's action.

Johnson's pay for the weekend was $2726, plus contingencies and bonuses, Ward took home $2454 in purse money, while Lechien grabbed $2216 of the purse. LaRocco and DeHoop each pocketed $341, plus contingency prizes, for their 125cc class wins.

Saturday

Due to a shortage of riders, only three heats were run each day with the top five transferring directly to the main.

Erik Kehoe grabbed the holeshot at the start of Saturday's first heat, followed by David Hand, Jeff Stanton, and Fred Andrews and Ray Sommo. Lechien was involved in a first-turn pileup and got away near last. Stanton quickly moved by Hand and into second, and by lap two Andrews had also gone by Hand.

Kehoe had put several seconds on Stanton, and at the halfway point of the eight-lap race the top three remained the same and spread out. Suzuki-mounted Carlo Coen had moved into fourth and had O'Mara on his tail, while further back Lechien was charging towards the top five.

On the sixth lap Lechien passed both Coen and O'Mara in one move, then rapidly closed in and passed Andrews with just over a lap remaining. O'Mara finally passed Coen and the top five were set for the last lap. Kehoe took the win nine seconds ahead of Stanton, while Lechien finished a distant third. Andrews was next across the finish line and O'Mara grabbed the final transfer position.

Broc Glover jammed into the lead of heat two with Ward, Jeff Hicks, Jeff Matiasevich and Brian Manley in tow. Matiasevich passed Hicks on the first lap and Manley fell back and was replaced by Keith Bowen. Up front Glover and Ward began a battle for the lead which carried them away from Matiasevich. Ward spent a few laps tailing Glover, then took the lead at the beginning of the fourth lap. Hicks dropped back to fifth on the same lap when he was passed by Bowen.

During the last half of the race Ward slowly pulled away and eventually took an easy win when Glover backed off near the end. Matiasevich continued to ride alone in third, while Bowen put on a charge late in the race that brought him close to Matiasevich at the finish, but not close enough to strike. Hicks rounded out the transfer positions.

At the start of the third and final heat race Jeff Leisk jumped out in front followed by Honda teammate George Holland, Jeff Frisz, Dean Matson and Shaun Kalos. Johnson was buried in mid-pack and almost had to to stop in the second turn, a horseshoe up in the stands, to avoid a potential pileup. On the first lap both Matson and Kalos disposed of Frisz, but by then Leisk and Holland were already pulling away with their own battle. For the first two laps Holland stayed right on Leisk's rear fender until he fell in the horseshoe. Holland got up quickly and was going before Kalos could get by. At this point Johnson had charged through the pack and was in fifth.

Johnson continued to charge and passed Matson by the fourth lap, but later in the lap it was Matson who nearly ended the charge. As Johnson ducked to the inside of Kalos in a U-turn, Matson and Frisz clipped in the air as they battled for fifth. The impact knocked Matson over the hay bales separating the track and right into Johnson's path. The two collided nearly head-on, but luckily Johnson only dropped his bike momentarily.

"It was spooky," said Johnson, "I came around the turn trying to pass Kalos and all of a sudden there's a bike coming at me. I just let go with one hand and rammed my bike into him so he wouldn't hit me. I feel lucky, blessed; I could've been hurt really bad, but nothing happened except it just folded up my clutch lever."

Johnson was soon charging again and caught Kalos a short time later. Kalos put up a fight, but lost third to Johnson when he got out of shape in a whoop section. Third was as far as Johnson would get, since Leisk took the win several seconds ahead of Holland. Kalos hung on for fourth, just ahead of Suzuki's Ronnie Tichenor.

Allan Dyck charged into the lead

of the first semi followed by Jeff Beckington, who was quickly passed by Canadian Suzuki rider Ross Pederson. On lap two Pederson, who was riding with a broken foot, leaped into the lead when he passed Dyck over the triple-jumps. A short time later Dyck crashed, moving Beckington to second. Beckington quickly moved in on Pederson and they battled until the third lap when Beckington fell. That moved Frisz to second, but his position was in jeopardy due to challenges from JoJo Keller until Keller bailed later on the third lap.

Things settled down at the halfway point as Pederson held a couple of seconds on Frisz. Doug Dubach was the man on the move and flew into third, then slowly reeled Frisz in. On the final lap Frisz began to back off as Pederson scooted to the win, and Dubach quickly closed in. Dubach tried to strike in the final turn, but Frisz held him off for second and the transfer to the main.

Donny Schmit got the holeshot in the second semi but Matson passed him after the first turn. Schmit stayed close and challenged for the lead over the first two laps as the two riders pulled away from the rest of the pack. On the third lap Matson and Schmit swapped the lead several times, but it wasn't until lap four that Schmit was finally able to gain the upper hand with a pass in the whoops. Matson fell two laps later, but the battle had carried them far ahead of the pack and he remounted safely in second, where he would finish behind Schmit.

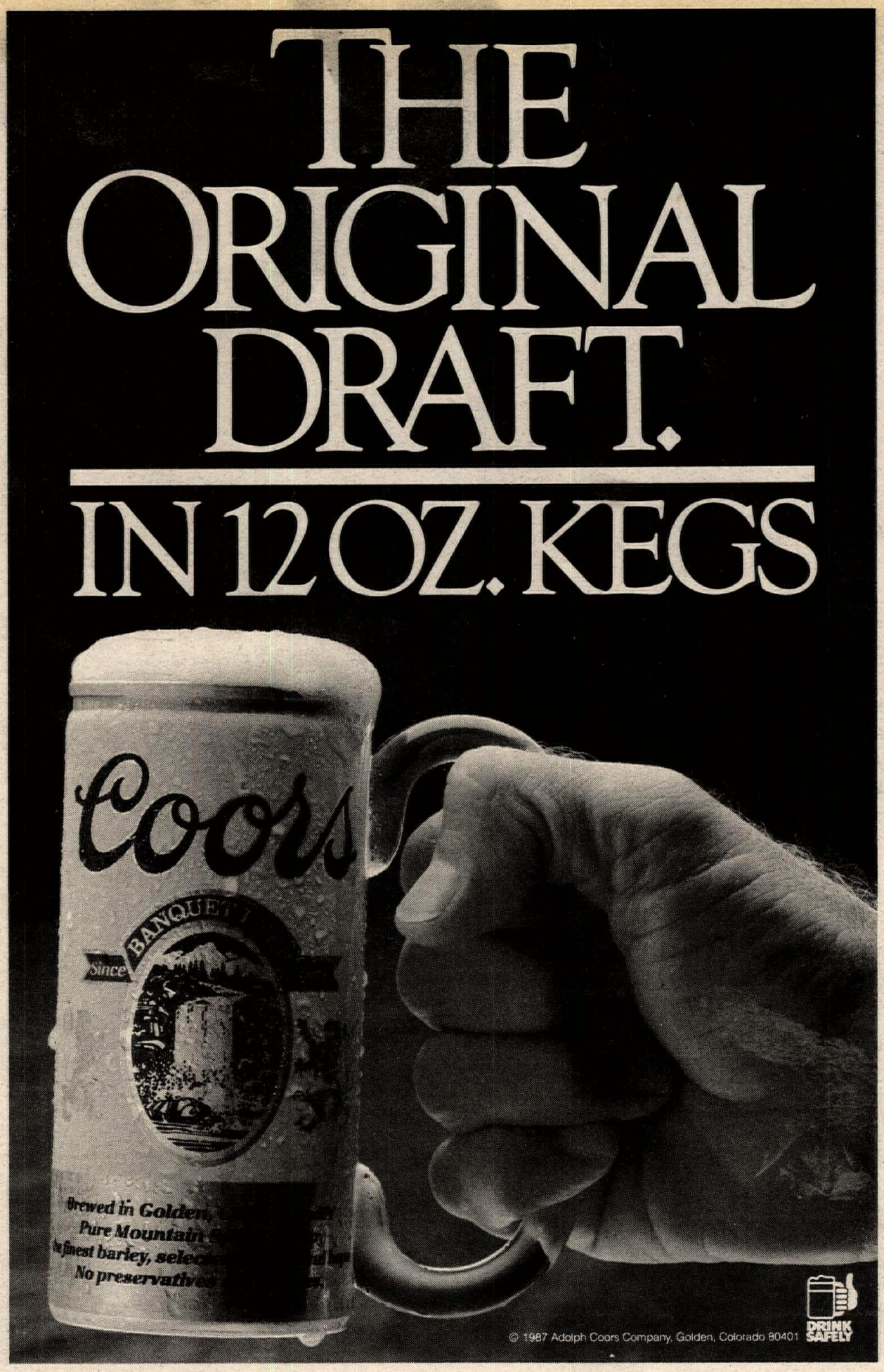
Honda-mounted Tom Carson grabbed the lead at the start of the Last Chance Qualifier, but was passed a short time later by Honda rider Kurt McMillen. As the two swapped the lead Dubach hung back in third, seemingly just waiting for the two front runners to tangle. After two laps Dubach picked up the pace with Mike Fisher on his tail and moved in on McMillen and Carson, forming a four-rider freight train.

On lap four Fisher found a way by Dubach, but Dubach fought back and pulled alongside in the following whoop section. Dubach got a little too much air as they approached the next corner and clipped Fisher's bike's rear end, sending him down and out of the main event. Fisher then moved in on McMillen, who in turn closed the gap Carson had built. On lap seven Fisher flew by McMillan for second and was a few seconds behind Carson when the white flag flew.

Fisher put on a desperate charge on the final lap and nearly fell, but his charge carried him close enough so that when Carson got crossed up in a rutted corner a few turns before the finish Fisher was able to slip by and take the win and last transfer to the main.

Ward pulled the holeshot at the start of the main and was followed out of the first turn by Holland, Matiasevich, Kehoe, Johnson, Stanton and Leisk. On the first lap both Glover and Lechien were together and quickly passed Leisk, while Johnson moved around Kehoe. Ward was charging out front and entered the second lap a few bike lengths ahead of Holland as Johnson began to bear down on Matiasevich. Johnson looked to the inside of the first turn, but Matiasevich shut him off and kept him at bay for several more turns. Johnson finally found a way by the Kawasaki pilot, then moved in on Holland, who was two seconds behind Ward.

Kehoe was the next to move up on Matiasevich while not far behind Glover and Lechien waged their own war and soon closed in on Kehoe.



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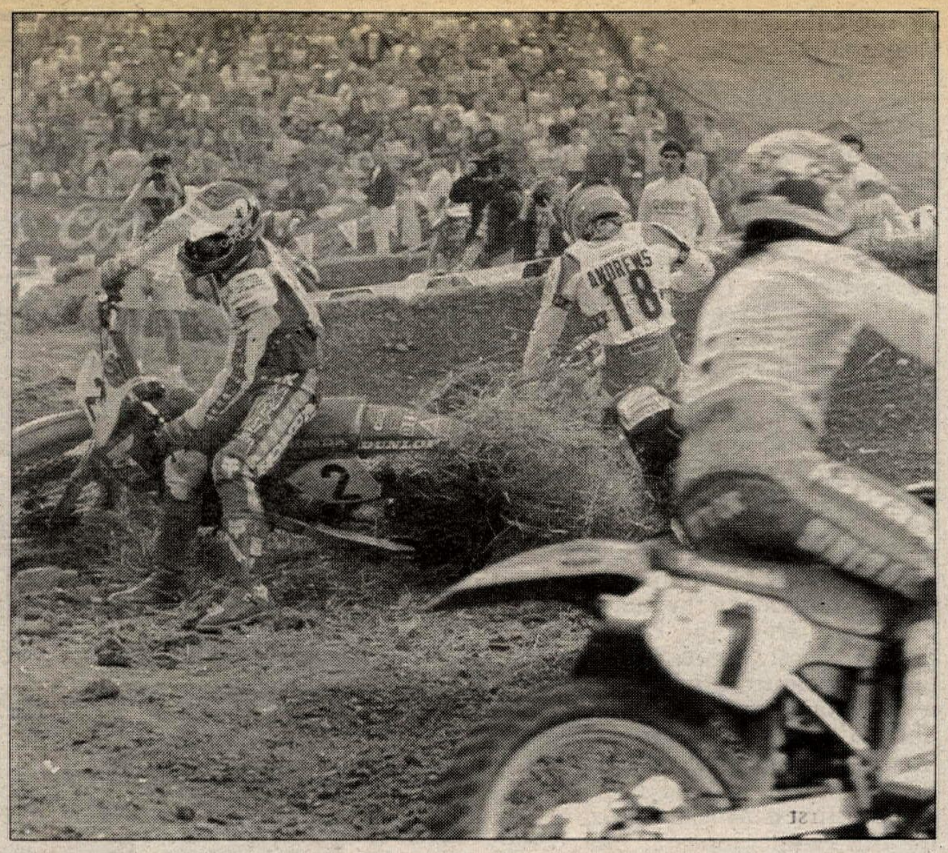
Ron Lechien finished third on both days, well behind Ward in each event. Here he passes Doug Dubach in Sunday's main.



Rick Johnson (2) crashed during Sunday's main, giving Jeff Ward (1) the lead. Later it was Ward who crashed and gave Johnson the win.

On lap four Johnson was all over Holland and passed his teammate when Holland got out of shape in the whoops. By this time Ward was several seconds ahead, while back in fourth Matiasevich led Kehoe, Glover and Lechien in a tight battle for the postition.

Ward's largest margin over Johnson was nearly five seconds, but after lap five Johnson began to slowly trim that lead. In the battle for fourth Kehoe briefly passed Matiasevich before falling in a tight turn and losing several positions. Matiasevich, Glover and Lechien then exited a turn three abreast, with Matiasevich losing the fourth postion on the following straight.

Up front Ward stayed a few seconds clear of Johnson until lap eight when he got out of shape over the triples and almost crashed upon landing, which allowed Johnson to move in. Johnson pulled alongside Ward through the following whoop section, and for the next several turns the two riders stayed side-by-side until Johnson was finally able to gain an advantage. While this was happening Lechien had worked around Glover and was moving in on Holland for third. Back in sixth Matiasevich still kept Glover in sight.

At the halfway point Johnson had put three seconds on Ward. A large gap separated Ward from teammate Lechien, who had passed Holland a lap earlier. Glover held fifth over Matiasevich and Stanton, while O'Mara battled by Kehoe for ninth. Glover soon made a move on Holland but was quickly repassed as the two riders swapped fourth several times until Holland gained a small advantage on lap 12. Matiasevich stayed close behind this duel until he crashed a lap later, allowing Stanton, O'Mara and Kehoe to go by.

Up front Johnson was charging and had lapped up to sixth place by lap 15 while Ward struggled after his near get-off, some 15 seconds behind. Lechien was still far behind but well ahead of Holland, who had Yamaha's Glover on his tail once again. Glover chased Holland for several laps until he flew by the Honda pilot with just over a lap remaining. On the final circuit Johnson cruised out front to the win, nearly 30 seconds ahead of Ward. Lechien was a distant third, well ahead of Glover, who had broken away from Holland on the last lap. O'Mara crossed the line in sixth for his best finish of the year.

"Jeff got a little further out front than I wanted," said Johnson afterwards. "I just set my sights on him, I wanted to beat him. I don't think Jeff missing that jump changed the race, I think I was riding faster. It played a big factor, but I was just riding a little better. I can't get too confident, though. I've got to say my prayers and get eight hours sleep and come back and hit it hard again tomorrow."

"I wasn't even thinking of going after them," said Lechien. "Whoever gets in front doesn't have to go through traffic, they get to get on that pace right at the start."

"I guess I'm happy with fourth, the guys that beat me are 1-3 in the point standings," Glover said. "I used tons of energy (early in the race) and my arms started pumping up. Once that happens you have to work twice as hard, and I made a lot of mistakes and lost a lot of momentum."

"That was a decent ride considering I was back in the pack," said O'Mara. "I'm pleased with sixth. I've been out of the top 10 and haven't run with those guys, and it's hard to get back there."

Michael Jones grabbed the holeshot at the start of the 125cc main followed by Chris Coleman, Robert Hayes, Jr. and Carl Vaillancourt. By lap two the top three remained the same, but DeHoop had moved into fourth and Mike LaRocco had taken fifth. LaRocco leaped past DeHoop on the third lap then battled with Hayes before getting by on the next circuit.

LaRocco was on the move and at the halfway point took second when Coleman didn't attempt the triples. Jones had a three-and-a-half second lead at this time, but LaRocco began to close that gap. On lap 10 Jones got stuck in traffic, allowing LaRocco to move up on his rear fender.

As the white flag came out LaRocco made his move on the start straight and passed Jones just after the first turn. After the pass Jones lost touch with LaRocco, who went on to win by a few seconds. Coleman was a distant third ahead of DeHoop and Hayes.

Sunday

In the first 250cc heat of the afternoon, Dubach finally got a good start and made it through the first turn without hitting the ground to lead the first heat. But Matiasevich was right there and shot by exiting the first turn and led Dubach, Glover, Stanton, Manley, Fisher and Lechien through the second corner. Glover passed Dubach on the first lap, then went inside of Matiasevich in the uphill hairpin to take the lead. Glover clipped Matiasevich when he made the pass, sending the Kawasaki pilot to the dirt.

A turn later Glover stalled, putting Dubach out front as Lechien scooted to second. Stanton moved by Manley for third, but on the next lap Glover passed them both and was back to third behind Dubach, who had been passed by Lechien.

At the halfway point of the heat Lechien, Dubach and Glover were all tightly bunched with Fisher not far behind. Glover put a move on Dubach, but two laps later stepped off in a tight turn, allowing Dubach to move back into second with Fisher taking over third. Matiasevich had been charging after his fall and bumped Manley out of a transfer position when he took over fifth.

As the race came to a close Lechien held a comfortable lead over Dubach. Fisher was closing fast with Glover on his tail, and on the final lap Glover went to third but was too far behind to get Dubach. Fisher took fourth and Matiasevich got the final ticket to the main.

Ward came out blazing in heat two as he led Kehoe, Tichenor, Andrews and Bowen out of turn one. Bowen passed Andrews in the second turn, but by lap two Andrews had passed him back. Out front Ward quickly established a small lead over Kehoe, while Tichenor held a solid third. The real battle was for fourth as Bowen and Andrews swapped the position several times during the first half of the race.

At the halfway point Bowen finally broke free, while out front Ward enjoyed over a five second lead ahead of Kehoe. Tichenor was a few seconds behind in third. Nothing changed for the remainder of the race and Ward took an easy win over Kehoe, Tichenor, Bowen and Andrews.

Schmit was first to the first turn in the third heat, but it was Johnson leading the way to turn two. Leisk, Holland and O'Mara rounded out the top five. On the first lap O'Mara landed short in the triples and lost positions to Pederson and Matson. Near the end of the lap Holland had gone to second and Leisk had also moved by Schmit for third. Holland was able to stay close to Johnson for a couple of laps, then the leader started moving away. Leisk stayed close to Holland and put some distance on Schmit, while further back Pederson, Matson and O'Mara stayed close. Matson and O'Mara scrapped for a lap until Matson moved away and passed Pederson.

During the second half of the race Johnson was styling way out front and went on to an easy win. Leisk kept Holland in sight, but that's about all he could do. Schmit finished alone in fourth while Matson led a yellow freight train including Pederson and O'Mara to finish fifth and grab the transfer to the main.

Jeff Beckington holeshot the first semi, but both Manley and O'Mara charged by before the second turn. O'Mara stuffed inside of Manley to take the lead and Stanton moved up to third. Manley stayed close to O'Mara and on lap three passed him on the front straight then opened up a three-second lead over the next lap. Stanton remained close in third, but he fell on the fifth lap and lost a lot of time but not the third position.

O'Mara kept Manley in sight during the latter stages of the race, but on the last lap Manley put some lappers between them that kept O'Mara from doing the triples. That locked up the win for Manley and O'Mara still got the final transfer to the main.

Pederson charged to the front of the pack at the start of semi two but Sommo passed him just after the start. Pederson stayed close and got the lead back near the end of lap two when Sommo didn't make a double, which also allowed JoJo Keller and Kalos to get by. Kalos put the pressure on Keller on lap three and

the two clipped in the whoops with both riders going down. Sommo was there and was suddenly in second again, but he was about five seconds behind the leader. Pederson maintained that advantage to the finish and Sommo claimed the last transfer spot just ahead of a charging Kurt McMillen.

McMillen charged into the lead of the Last Chance Qualifier with Jeff Hicks, Allan Dyck and Stanton in pursuit of the only transfer position. McMillen quickly pulled out a small lead, while Stanton spent the first three laps working to second. Once there he couldn't put a dent in McMillen's lead and eventually fell back later in the race. Hicks picked up the chase, and although he charged closer near the end he couldn't come close and McMillen got the only ride in the main.

At the start of the 20-lap main, Dubach finally shook the bad luck that has plagued him at the start of several mains and came up with the holehot and led Ward, Tichenor, Kehoe, Johnson, Matiasevich and Lechien to the second turn. Ward grabbed first exiting the hairpin on the hill, while Johnson moved by Kehoe with Lechien right in his tracks. On lap two Johnson passed Tichenor for third then spent another lap looking for a way past Dubach. When he found it Ward had already built a four-second lead. Lechien had been following Johnson's lines and also passed Dubach on the third lap, while Kehoe put the move to Tichenor for fifth.

With a clear track ahead of him Johnson began charging after Ward and was noticeably faster on some parts of the course. But Ward only gave up a second then settled into a pace that kept Johnson just over three seconds behind. Lechien stayed close to Johnson and they pulled away from Dubach, who had Kehoe and Tichenor close behind. Over the next few laps Johnson could only gain 10ths of a second per lap and Lechien began to lose ground.

At the halfway point Ward began lapping riders and Johnson was able to gain a full second in one lap and move within striking distance. Lechien was now a distant third while Kehoe had finally found a way by Dubach. Tichenor was sixth ahead of Matiasevich, Glover, Manley and Holland, who rounded out the top 10.

A lap later Johnson had eliminated Ward's advantage and was sticking a wheel alongside Ward. At the beginning of lap 13 Johnson charged inside of Ward on the front straight to take the lead. Further back Tichenor came up on Dubach to start a battle that would last for the rest of the race.

It didn't take long for Johnson to put a couple of seconds on Ward, and the margin grew even faster when Ward nearly slid out in a tight turn. But that margin was quickly erased when Johnson crashed upon landing from a double jump.

Ward squirted by and into a small lead while Johnson recovered not far behind. Johnson tried to charge back and less than a lap later he briefly dropped his Honda again, this time in a tight turn.

Lechien was way back by now and Kehoe had a small cushion on Dubach, who continued to hold Tichenor at bay.

With only a few laps remaining Ward held a couple of seconds over Johnson, but as they threaded through lappers Johnson quickly moved in. On lap 18 Johnson made his move over the triples and Ward fought back in the following whoop

(Continued to page 21)

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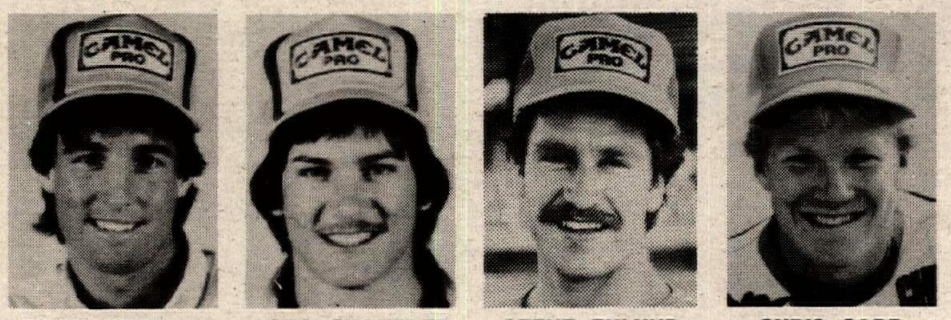

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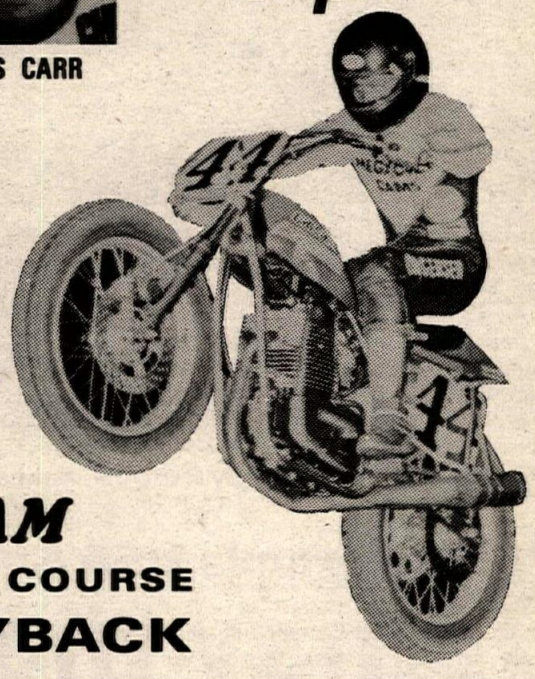

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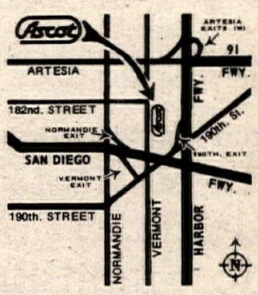

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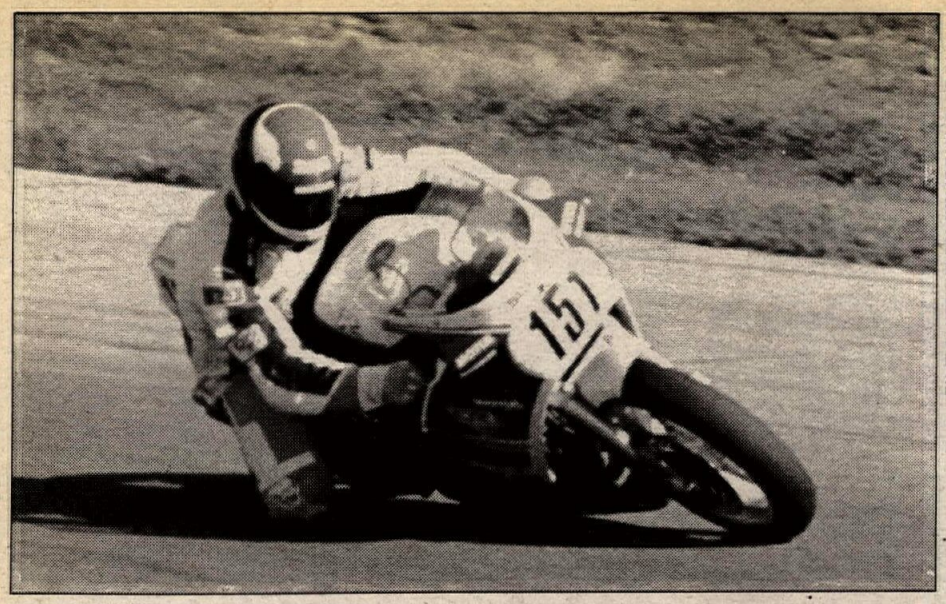
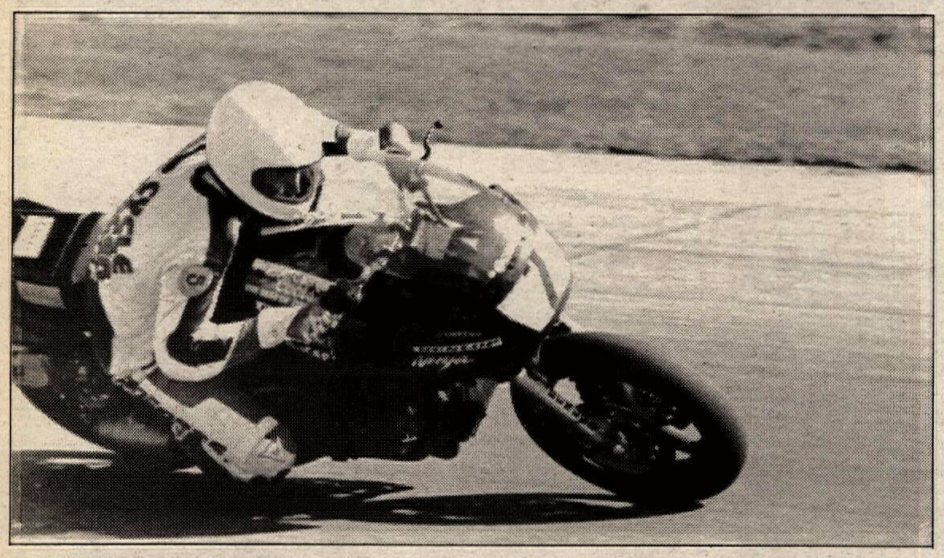


FILE PHOTOS BY BEVERLY GOSSMAN

James Domay won his third straight Formula USA race by 12.15 seconds.



Earl Roloff raced with Randy Renfrow, but had to settle for fourth place.

WSMA Formula USA Series: Round 3

Domay makes it three for three

By David Keck
ROSAMOND, CA, APR. 3

It's not complacency that slowed James Domay in today's Toyota/Coca-Cola/Budweiser Formula USA Unlimited Motorcycle Grand Prix at Willow Springs International Raceway.

Instead, there was a thought of saving the equipment, not to push it any more than necessary. There was also a healthy respect for the strong wind that blows through the 2.5-mile, nine-turn road course.

But it seems that no matter how much Domay tries to back off, he's still way ahead of everyone else. And like a jet among biplanes, Domay easily scored his third Formula USA win, beating runnerup Paul Vogel by 12.15 seconds.

"I didn't need to do anything really crazy out there because of the wind," Domay said afterward, "So I just cruised."

The Sylmar, California, resident cruised at an average speed of 101 mph, with lap times in the mid-1:29s. It wasn't exactly a breakneck pace for the kit-built Yoshimura Suzuki 750 rider, but, considering the windy conditions, it wasn't bad, either.

It was more the direction of the wind than its force that gave the riders problems; the gusts blew from the southwest instead of their normal northwest pattern, creating dangerous crosswinds in turns five and eight.

It may have been those winds that knocked Chuck Magnusson off the course in turn five on the opening circuit of the 10-lap race. Magnusson was taken to a local hospital but was not seriously hurt.

"I think that's what happened to Chuck," Domay said. "There was a side gust coming off that hill. You really had to be careful about the way you rode."

Domay shot out to the lead in the first turn of the opening lap and slowly built his advantage. Vogel, owner of Grizzly Performance Products in Sacramento, managed to stay fairly close to Domay until midway through, when Domay gradually began pulling away.

Vogel, riding a Suzuki GSXR1100 backed by Grizzly and Al's Motorcycles of Roseville, managed to keep well ahead of the rest of the field to score his best-ever finish in the Formula USA Series.

That second spot was fine with Vogel. The 35-year-old rider has raced the Formula USA Series since last year, experiencing nothing but problems until today's race. With a crash here, electrical problems there, in the past, it was little wonder Vogel decided to play it safe once he had a solid position.

"I was pretty sure we could finish second if we got a decent start," Vogel said. "But I knew we probably couldn't catch Domay.

"I was riding about as fast as I wanted to. His average lap times are about two seconds faster than mine. If I would have gotten closer, he would have just turned it up."

Domay's large lead once again left the field racing for positions two through six, with Vogel taking second at the end of the first lap. From there Randy Renfrow, Earl Roloff, Barry Burke and Ken Davis slugged it out. The best racing came from Renfrow and Roloff, who battled for third the entire race.

Roloff, once again riding the Kawasaki 1000 Ninja on which he won the 1986 Formula USA Championship, went faster on the straights, while Renfrow, on a Honda RS250, controlled the corners. Renfrow eventually won out to finish third, relegating Roloff to fourth.

"I think the rear shock is worn out," Roloff said of the old Kawasaki, affectionately known as, "The Terminator." "It was hopping all over the place. I was just happy to finish fourth and survive. It's Easter Sunday; I have a wife and two kids at home."

With the win, Domay holds a perfect 45 points in the series standings. He has a 25-point lead over Roloff, who moved to second in the point standings over Carry Andrew, who finished seventh today.

With that kind of points lead, the question is raised: Can Domay wrap up the eight-race series championship early?

"I don't like to talk about that," Domay said. "Anything could happen. I just want to keep riding well and hope and pray nothing happens. I just want to go out there, look good and keep my sponsors happy."

One more sponsor, the Miller Brewing Company, recently joined that list. The sponsorship was secured through track owner Bill Huth, who was contacted by the beer company.

"He (Huth) called me up and told me that Miller called him and said they wanted someone to help out. I'm really happy about that. Since I'm riding well, sponsors are taking a look at me. I wouldn't want it any other way."

Meanwhile, the only thing that seems to hold a challenge to Domay's dominance is rumors and mystery bikes.

Among these is a Yamaha FZR750 that is reportedly being prepared for Earl Roloff in Yamaha's Buena Park shop. The bike was supposed to be completed by the first Formula USA race in February, but problems set in. Roloff, who hasn't even seen the bike yet, has no idea about the motorcycle's status.

"I don't know," Roloff said. "They (Yamaha) said it was going to be here the first race. Then they said it was going to be here the second race, etc., etc., etc.

"So while James rides off into the sunset with the championship, I still don't have a bike. He doesn't think anybody can do anything about it, and he's right; there's not a damn thing anybody can do about it. He's riding really well right now."

Bike builder Mark Gagnon of Yamaha, contacted after the Formula USA race, promised the bike would be ready by the next event on May 1. Gagnon said the delays were due to the original builder of Roloff's bike, Tim Norton, being transferred to another department within the company, plus parts delivery holdups and an increasing amount of work at the Yamaha shop.

Gagnon, originally in the ATV and off-road testing wing of Yamaha, replaced Norton two months ago. Gagnon said he is still trying to get used to the road racing department.

"I don't think anyone (at Yamaha) realized how many parts we were bringing in," Gagnon said. "Unfortunately, the parts did not arrive in time for the first race. All the parts are here now."

When will they be on the new bike?

"That's a good question," Gagnon said. "I hope to start on it any day now.

"I'm sorry for Earl. This was started before I got here and I haven't been able to satisfy him. I keep trying to instill confidence in him, but it's kind of difficult without the machine. I don't blame him for being skeptical.

"But even if I have to work overtime, it will be done (by the next Formula USA race). It may not be painted, but it will be done."

In the Formula USA Lightweight division, for bikes limited to a maximum engine displacement of 600cc, it was Englishman Alan Carter who took the win.

Carter, teammate of Rich Oliver on the John Lassak Racing Team and the youngest man ever to win a World Championship Grand Prix, took his Yamaha TZ250 to the lead on the sixth lap after riding fourth in the opening circuits.

Carter also had problems with the wind.

"It's scary to me," Carter said with a smile. "I guess it's experience. Before lunch time I was going real good. Then it (the wind) picked up later."

Richard Moore led the race early, but crashed in turn two on the fourth lap. It was a nasty spill, but Moore was unhurt, thanks to the absence of a berm that was moved by Huth during the winter.

Oliver finished second and Renfrow was third. Current Formula USA Lightweight points leader and former AMA Formula Two National Champion Don Greene took fourth, also on a RS250.

Los Angeles-based Kent Kunitsugu was the first production bike rider home, scoring a fifth place finish on his Honda 600 Hurricane. Seven of the top 10 riders rode 250 GP machines.

Carter, Oliver, Renfrow and Greene were using the race as a warm up for the United States Grand Prix at Laguna Seca Raceway in Monterey, California. •

Results

F-USA OPEN: 1. James Domay (Suz); 2. Paul Vogel (Suz); 3. Randy Renfrow (Hon); 4. Earl Roloff, Jr. (Kaw); 5. Barry Burke (Yam); 6. Ken Davis (Yam); 7. Carry Andrew (Suz); 8. William Beck (Suz); 9. Bruce Tebo (Suz).

F-USA L/W: 1. Alan Carter (Yam); 2. Rich Oliver (Yam); 3. Randy Renfrow (Hon); 4. Don Greene (Hon); 5. Kent Kunitsugu (Hon); 6. Ben Williams (Yam); 7. Tom Paris (Hon); 8. Kazunobu Yoneda (Yam); 9. Tom Aquino (Hon); 10. Joe Brett Williams (Hon).

OPEN TW: 1. Mick Ofield (Duc).

A S/B: 1. Dave Skaien (Yam); 2. Ken Pansley (Yam).

C S/B: 1. James Domay (Hon); 2. Tom Aquino (Hon); 3. Joe Brett Williams (Hon).

F-2: 1. Randy Renfrow (Hon); 2. Ben Williams (Yam); 3. Kazunobu Yoneda (Yam).

CHAL CUP OPEN: 1. Henery Moradilla (Suz); 2. Howard Jones (Suz).

CHAL CUP 600: 1. Danny Lizardo (Hon); 2. Robert Bowallius (Hon); 3. Doug Holmes (Yam).

F-USA OPEN POINT STANDINGS: 1. Domay (45); 2. Roloff (20); 3. Andrew (18); 4. Burke (11); 5. (TIE) Christensen/Cooley/Davis/ Vogel (10); 9. (TIE) Adams/Greene (9).

F-USA L/W POINT STANDINGS: 1. Greene (30); 2. Oliver (20); 3. Kunitsugu (17); 4. (TIE) Carter/Leisner (15); 6. Williams (11); 7. Coe (10); 8. Aquino (9); 9. (TIE) Renfrow/Pave (8).

Pontiac

(Continued from page 19)

section and next two turns. As they entered another whoop section Ward stayed alongside Johnson, but as they headed for the following turn Johnson held the inside line. The two riders made contact as they flew off the last whoop into the corner with Ward being forced outside and into the hay bales where he fell.

"I held it on and he held it on and we hit the last bump pretty hard," said Ward. "I was coming in and he was going straight and we collided and it put me through the hay bales. If I was on the inside I would've done the same to him, that's racing. He didn't do it intentionally, we were just trying to hold our lines, so there's no hard feelings."

"I didn't try to hurt him or knock him down, I just tried to hold him up and he went over," Johnson said. "I know he would've done the same to me."

This gave Johnson all the room he needed and he cruised on to his second consecutive win while Lechien was a distant third over Kehoe.

Fifth was still up in the air as Dubach approached the finish line with Tichenor and Glover trying to take his position away. Neither could do it though as they encountered slower riders in the last few turns. Holland came home behind Glover and not far ahead of Fisher, while Matiasevich rounded out the top 10.

Donald Hudson grabbed the holeshot at the start of the 125cc main but was quickly passed by DeHoop, Kenny Kizzar, Michael Jones and Chris Coleman. DeHoop quickly established a few seconds over Jones, who had Coleman on his tail. The top three pulled away from Kizzar as Robert Hayes, Jr. moved in from fifth.

By lap lap eight of the 12-lap affair DeHoop had five seconds on Jones. Coleman still stayed in Jones' tracks, while further back Hayes caught and passed Kizzar. DeHoop maintained his lead on Jones right up to the very end as Coleman dropped off the pace slightly to finish a distant third. Hayes claimed fourth just ahead of Mark Crozier, Mark Musselman and Denny Stephenson. ●

Results

SATURDAY

250: 1. Rick Johnson (Hon); 2. Jeff Ward (Kaw); 3. Ron Lechien (Kaw); 4. Broc Glover (Yam); 5. George Holland (Hon); 6. Johnny O'Mara (Suz); 7. Erik Kehoe (Suz); 8. Jeff Matiasevich (Kaw); 9. Ronnie Tichenor (Suz); 10. Jeff Stanton (Yam); 11. Shaun Kalos (Yam); 12. Dean Matson (Suz); 13. Donny Schmit (suz); 14. Fred Andrews (Suz); 15. Keith Bowen (Kaw); 16. Mike Fisher (Kaw); 17. Jeff Leisk (Hon); 18. Jeff Hicks (Hon); 19. Jeff Frisz (Suz); 20. Ross Pederson (Suz); 21. Brian Manley (Suz).

125: 1. Mike LaRocco (Yam); 2. Michael Jones (Yam); 3. Chris Coleman (Kaw); 4. Todd DeHoop (Suz); 5. Robert Hayes Jr. (Suz); 6. Kenny Kizzar (Yam); 7. Billy Whitley (Cag); 8. Carl Vaillancourt (Hon); 9. John Grewe (Yam); 10. Jeff McCune (Suz); 11. Dale Spangler (Kaw); 12. Rob Hanson (Yam); 13. Mike Norris (Suz); 14. Brian McElroy (Cag); 15. Donald Hudson (Kaw); 16. Jim Jones (Hon); 17. Robert Naughton (Cag); 18. Dan Jannette Jr. (Hon); 19. Andy Michner (Hon); 20. Mark Musselman (KTM).

SUNDAY

250: 1. Johnson; 2. Ward; 3. Lechien; 4. Kehoe; 5. Doug Dubach (Yam); 6. Tichenor; 7. Glover; 8. Holland; 9. Fisher; 10. Matiasevich; 11. O'Mara; 12. Leisk; 13. Matson; 14. Bowen; 15. Schmit; 16. Kurt McMillen (Hon); 17. Pederson; 18. Andrews; 19. Tom Carson (Hon); 20. Ray Sommo (Suz); 21. Manley.

125: 1. DeHoop; 2. Jones; 3. Coleman; 4. Hayes; 5. Mark Crozier (Hon); 6. Musselman; 7. Denny Stephenson; 8. Kizzar; 9. LaRocco; 10. Naughton; 11. Rodney Phillips; 12. Vaillancourt; 13. Donald Hudson (Kaw); 14. Spangler; 15. Norris; 16. Connie Feist (Hon); 17. Jim Randa (Yam); 18. Mark Pillion (Hon); 19. Rick Pinney (Hon); 20. Grewe; 21. McCune; 22. Brett Salander (Kaw).

POINT STANDINGS

250: 1. Johnson (142); 2. Ward (133); 3. Lechien (120); 4. Kehoe (91); 5. Glover (89); 6. Holland (85); 7. Leisk (68); 8. Dymond (54); 9. Stanton (48); 10. O'Mara (43).

125 EASTERN REGION: 1. Jones (74); 2. DeHoop (72); 3. Coleman (63); 4. Hayes (59); 5. Kizzar (39); 6. (TIE) LaRocco/Vaillancourt (37); 8. (TIE) Whitley/Stephenson (34); 10. Naughton (31).

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SUNDAY, MAY 29—Adm. $10.00—**Professional National Championship MX**—Race 1 p.m.

Team Green Spring Nationals—(Amateur Racing, All Classes - No Pre-Entry Required)

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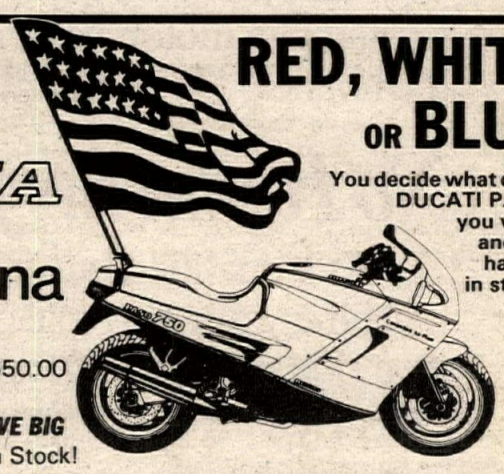

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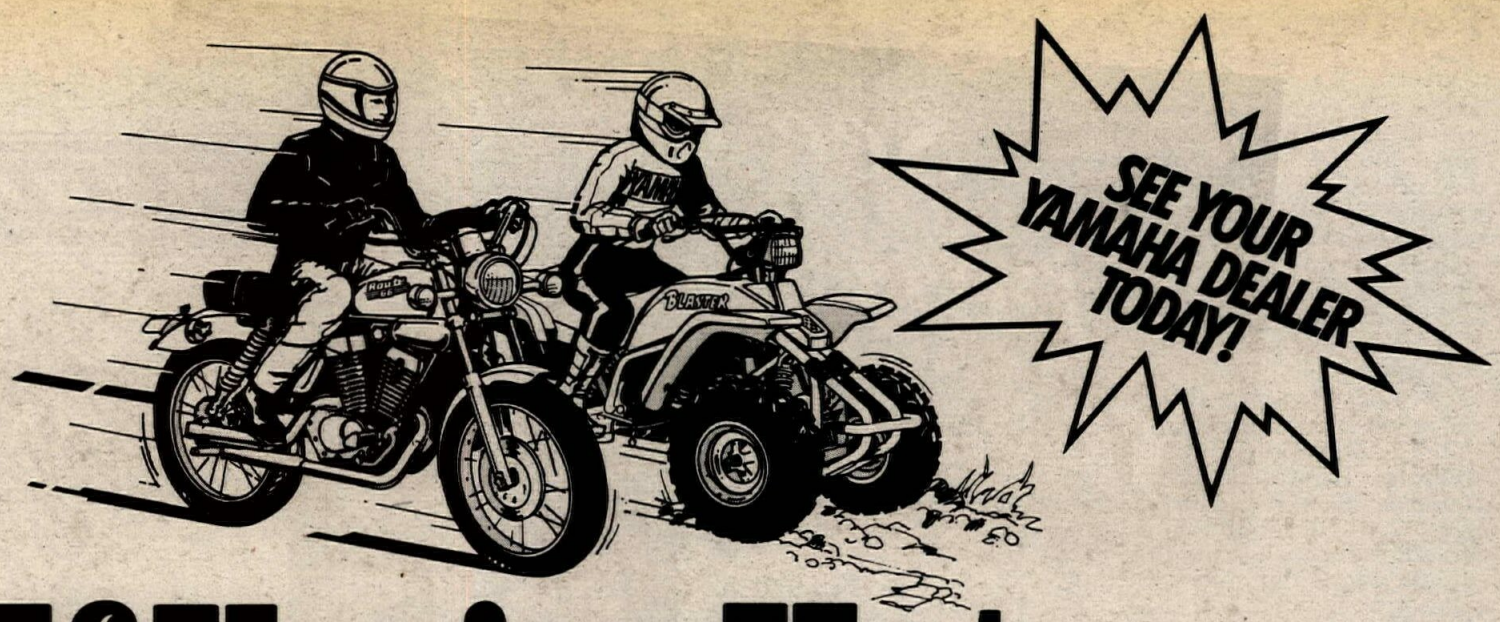

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The 1988 KDX200 is still one of the best all-around dirt bikes on the market, and it's once again, now available in two colors — white and green.

Test: 1988 Kawasaki KDX200

Little change, big difference

By Kit Palmer
Photos by Kinney Jones

Some motorcycles don't warrant many changes — the Kawasaki KDX200 is one of them. Ever since its inception six years ago, the KDX200 hasn't undergone any drastic changes, pretty much just the addition of an exhaust power-valve, a front disc brake and moderate styling alterations. Throughout its existence the KDX has changed little, yet it has remained one of the most popular enduro bikes of all time.

The KDX rose to popularity instantly because it featured what enduro riders wanted: simplicity, light weight, excellent suspension, respectable power out of an *air-cooled* engine and realiability. It's ready to zero checks right out of the crate, and its price tag is relatively inexpensive at $2249.

Like previous models, the 1988 Kawasaki KDX200 is pretty much unchanged, and that's no surprise. However, it did receive a carburetor swap. Kawasaki trashed last year's 34mm Mikuni carburetor for a more technologically advanced 35mm Keihin carburetor with a crescent-shaped slide. The bigger carburetor necessitated the enlargement of the airbox intake duct in order to boost needed extra air flow.

That's about all that has been changed in the 198cc, 66.0 x 58.0mm bore and stroke motor, and even less has been altered in the KDX's chassis. One of the biggest gripes we had with last year's KDX was its plastic chain guide. We broke 'em off more than once. The '88 KDX has an aluminum guard mounted to the chain guide which helps eliminate the problem. However, the mount that the guide is attached to is still a little weak and has the tendency to bend.

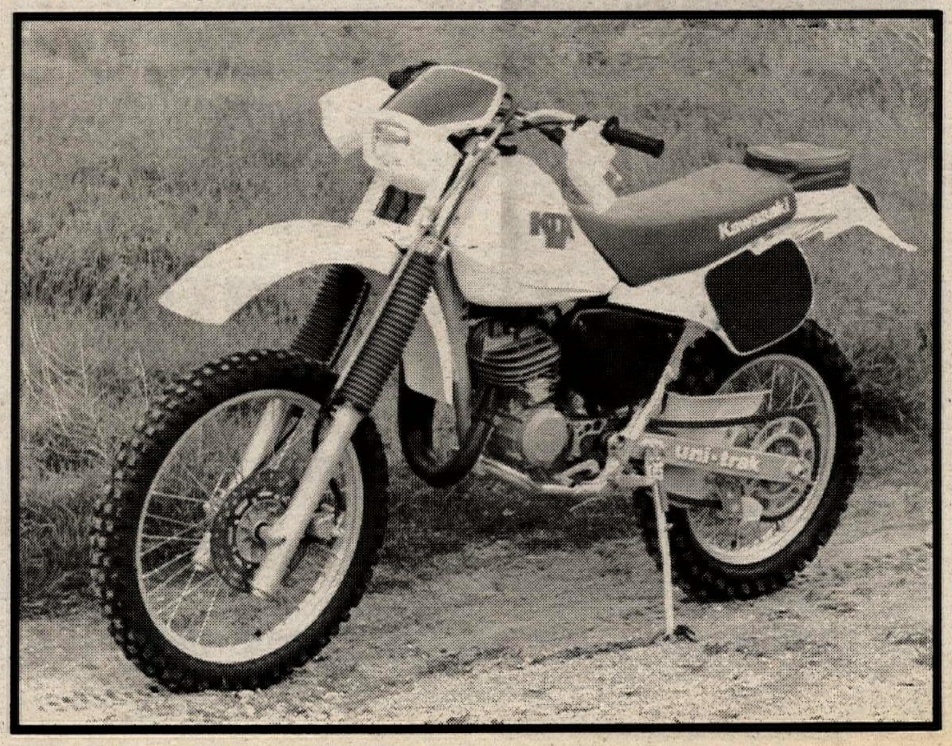
In 1985 Kawasaki offered the KDX in traditional Kawasaki green, or red. The red model has long since vanished, but, once again, the KDX is available in something other than green — white. The new white plastic, blue seat, green decals and silver-painted engine and frame color scheme is very appealing. The green model has green plastic and a green painted frame with a silver motor. It looks good, too.

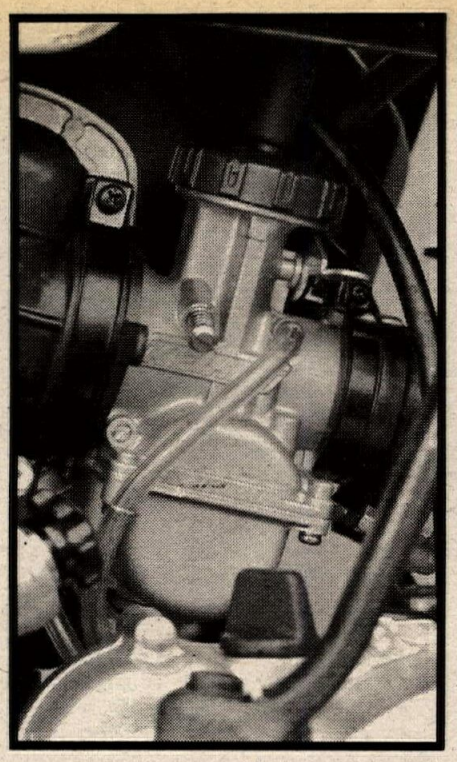
The KDX still comes stock with plastic hand guards (more firmly attached than on last year's model), a monsterous U.S. Forest Service-approved spark arrester/silencer, a large 3.3-gallon gas tank, a rear fender pack, Dunlop tires, and a proven electronic odometer and enduro clock combo.

But can it zero checks?

Even though Kawasaki made only one change to the motor, the KDX performs noticably better. The new Keihin gives the KDX crisper throttle response and stronger punch in the middle of the powerband. Power off the bottom and on top remain pretty much the same, but the KDX pulls much harder through the midrange.

The KDX shifts reasonably well under power, but the clutch should be used when changing gears. Unfortunately, the clutch isn't as strong as it should be. When climbing rocky





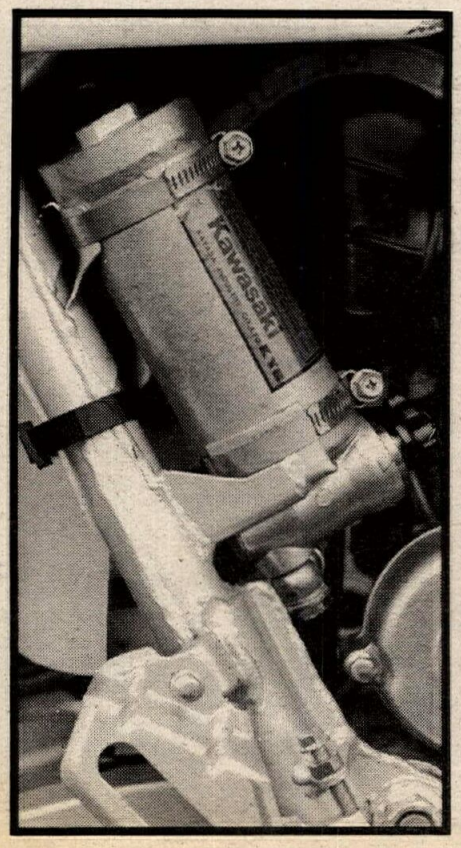
The new Keihin carb gives the KDX more midrange power.

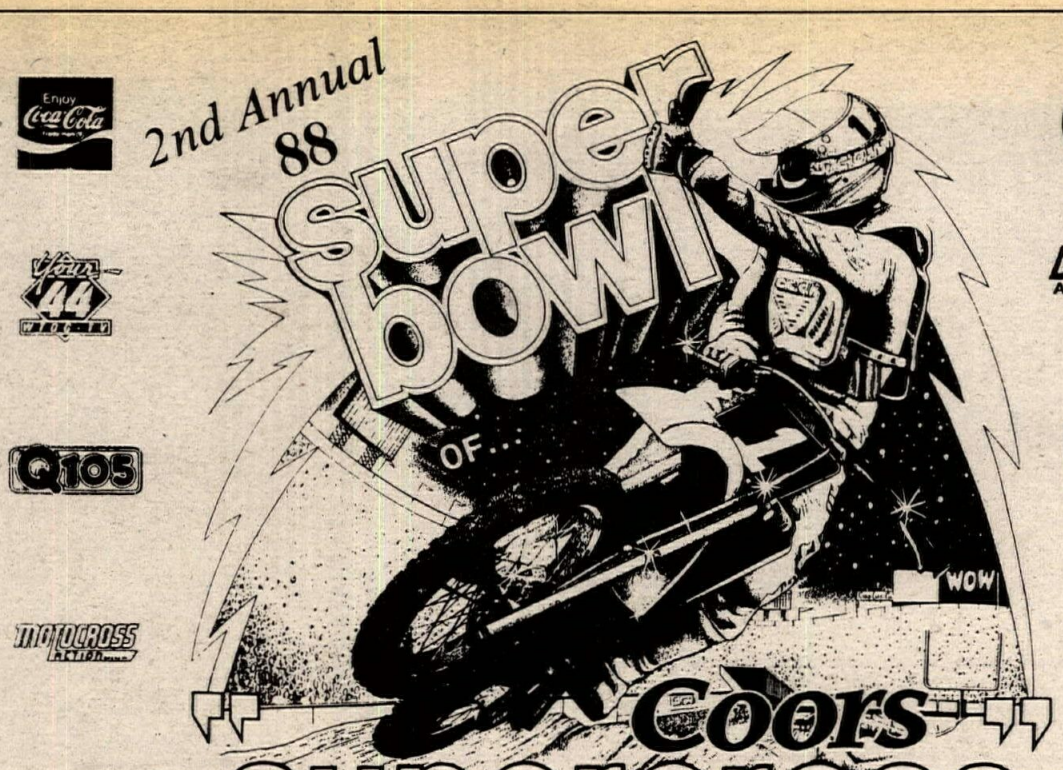
hills or paddling through sticky mud holes, the clutch gets rather mushy and loses a lot of its effectiveness too quickly, just like it did last year. However, since the KDX has more power now, the need to fan the clutch occurs less often, thus saving the clutch slightly longer.

The KDX has good torque; it can chug its way up steep, rut-infested hills almost as well as a four-stroke. A low first gear ratio makes the KDX tough to stall or bog. The huge steel silencer keeps the KDX fairly quiet but, of course, robs power.

One of the big pluses with the KDX is that it's the only air-cooled two-stroke enduro bike to come out of Japan in the past few years, even if you compare it against all the current motocrossers-turned enduro machines. Air-cooled engines have proven to be more reliable in enduros since there's no chance of poking holes in non-existent radiators, or having all the water boil over when stuck in slow-moving bottlenecks, or suffering radiators plugged with mud, or having a waterpump give out. These water-cooled maladies usually result in a half-filled score card. However, the KDX does expe-

The aluminum-body Kayaba shock carries a remote reservoir.





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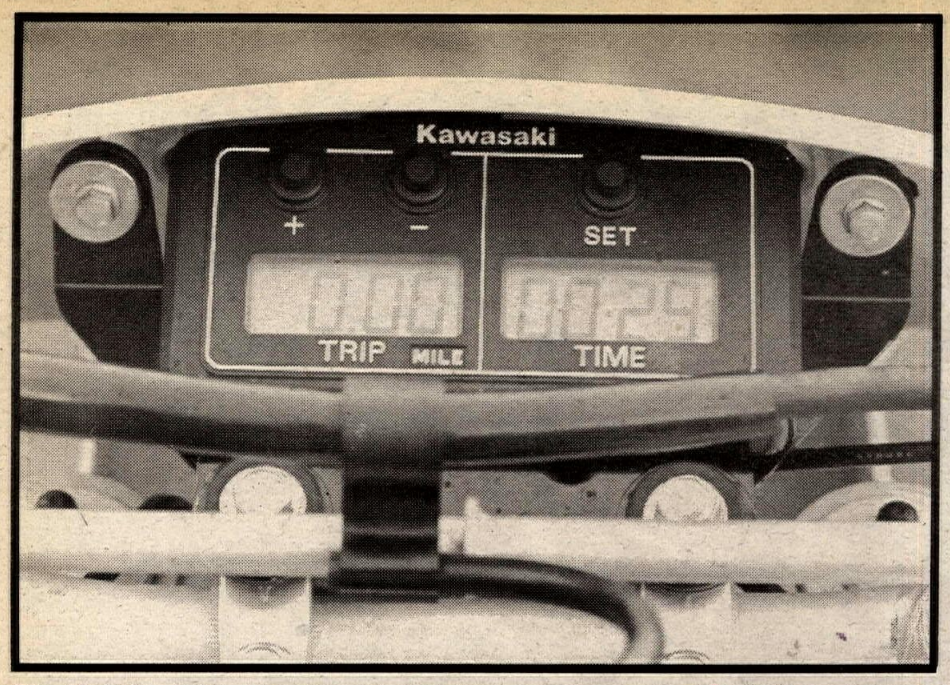


The KDX's enduro timekeeping equipment is extremely reliable, accurate and easy to use. The KDX is ready to zero checks right out of the crate.

rience significant horsepower loss when the motor is hot.

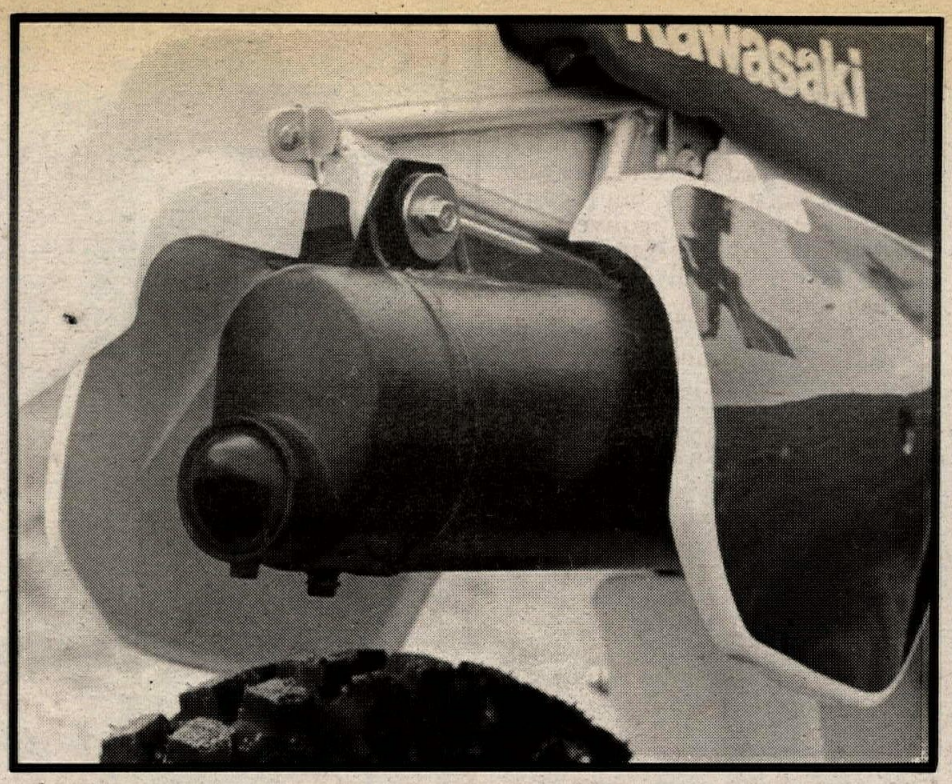
The KDX still vibrates too much for our liking, but the inner core of the exhaust, used to help reduce exhaust noise, is built stronger and doesn't break off and rattle around like it did last year.

Handling and suspension action is typical KDX — first rate. The KDX is still twitchy and quick handling, making it the perfect choice for tight, low-speed enduros, the kind most often found in the eastern half of the U.S. It maneuvers extremely accurate and effortlessly at slower speeds; the tighter and more gnarly the trail, the better the KDX works. A lot of this has to do with its low seat heat, short wheelbase, and torquey and nearly unstallable motor.

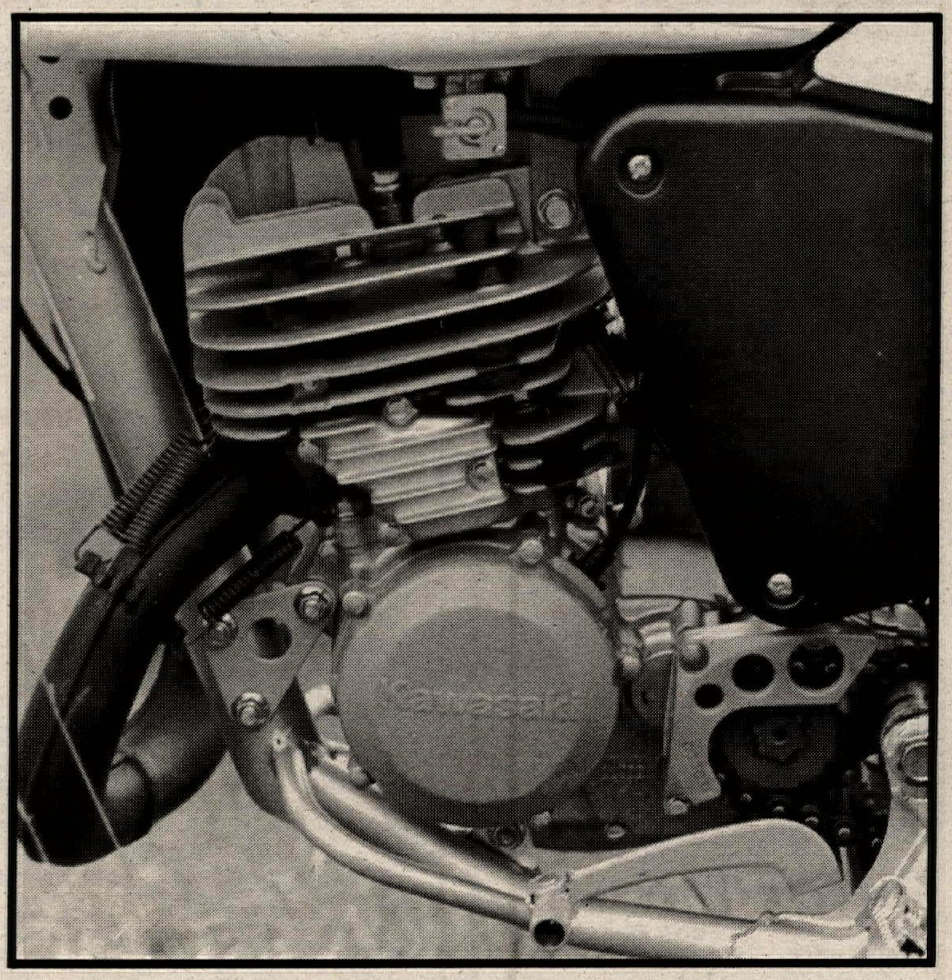
On faster trails, the KDX isn't quite as pleasant. The faster the KDX is ridden the less stable it becomes, but it can get the job done when needed. The KDX is just not designed to be ridden wide open on fast, whooped out trails as much as it is designed to be carved through the tight, gnarly stuff.

Generally, the KDX soaks up the bumps extremely well for a full-on enduro bike. The KDX's main rivals in its class aren't stock enduro bikes from Japan (because there aren't any) but mostly enduro-ized 125cc MXers, which have state of the art, high-tech suspension systems (plus more high revving horsepower), thus are significantly better than the KDX's suspension. Kawasaki's engineers have basically stayed in tune, so far, when it comes to the KDX's suspension package, but the KDX still uses the older strut/rocker arm-designed Uni-Trak rear suspension compared to Kawasaki motocrossers which have long since gone to the superior linkage (no strut) Uni-Trak system. And the KDX's fork is behind the times compared to the cartridge forks used on the MXers. But on the other side of the coin, straying away from these high-tech parts and designs keeps the KDX's price tag down.

Braking action on the KDX is adequate. The front disc is strong but has a spongy feel on the lever, while the rear drum just gets the job done. The rear drum brake is powerful enough but the brake shoes wear out rather quickly and lose some of their effectiveness after riding through water crossings.

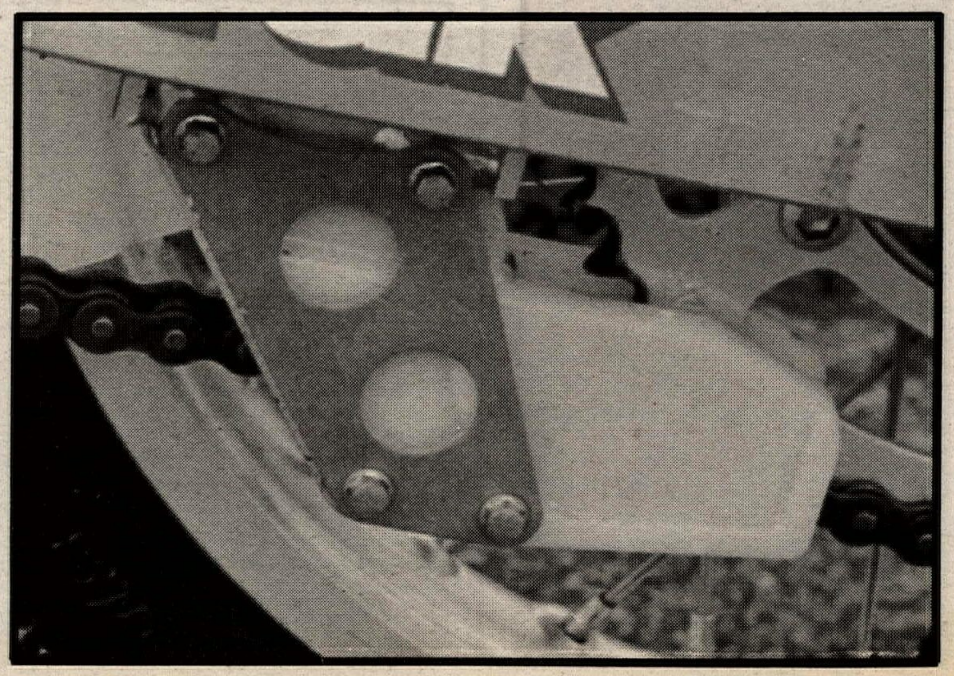


The huge silencer keeps the KDX very quiet and has a U.S. Forestry-approved spark arrester, but it's heavy and robs horsepower.



The KDX is the only two-stroke production enduro bike with an air-cooled engine. Air-cooling has its benefits over water-cooling in enduros.

Last year's KDX had problems with the plastic chain guide breaking off; it's now protected by an aluminum guard.



Well?

The KDX is the only 200cc two-stroke enduro bike offered in the U.S., but that doesn't mean the KDX doesn't have any competition in its class. Enduro-ized 125cc MXers are the KDX's worst enemy, but it costs lots of money to convert a motocrosser into a competitive enduro bike, especially when you consider that Japanese 125cc MXers costs approximately $200 more than the KDX *before* adding all the enduro hardware. However, Husky offers a ready-to-race 125cc enduro bike for roughly $150 less than the KDX. So there is a choice.

But for plain ol' fun trail riding and serious enduro competition, the KDX is the bike to beat. It might not be all that hot for high-speed trail riding over whoops and ruts (leave that for the 125s), but for the tight, gnarly and ugly enduros, the kind your mother warned you about, the KDX is the perfect choice.

It can get you to the finish even if you wish it wouldn't. •

Kawasaki KDX200-C3

Engine type	Air-cooled, two-stroke, single
Bore x stroke	66.0 x 58.0mm
Displacement	198cc
Compression ratio	7.5:1
Carburetor	35mm Keihin
Starting system	Primary kick
Ignition	CDI
Lubrication	Premix
Primary drive	Straight-cut gear
Final drive	#520 chain
Frame	High-tensile steel, semi-double cradle
Rake	N/A
Trail	N/A
Front suspension	Kayaba telescopic fork
Fork tube diameter	43mm
Front wheel travel	10.6 in.
Rear suspension	Kayaba single shock, swingarm
Rear wheel travel	11.4 in.
Front brake	Disc
Rear brake	Drum
Front tire	80/100-21 Dunlop
Rear tire	100/100-18 Dunlop
Claimed dry weight	220.5 lbs
Wheelbase	56.7 in.
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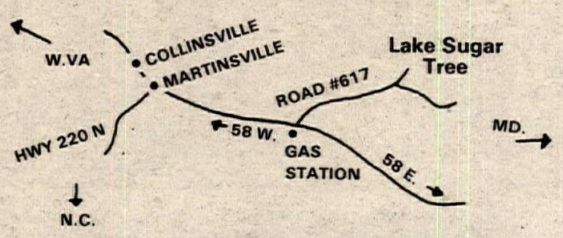

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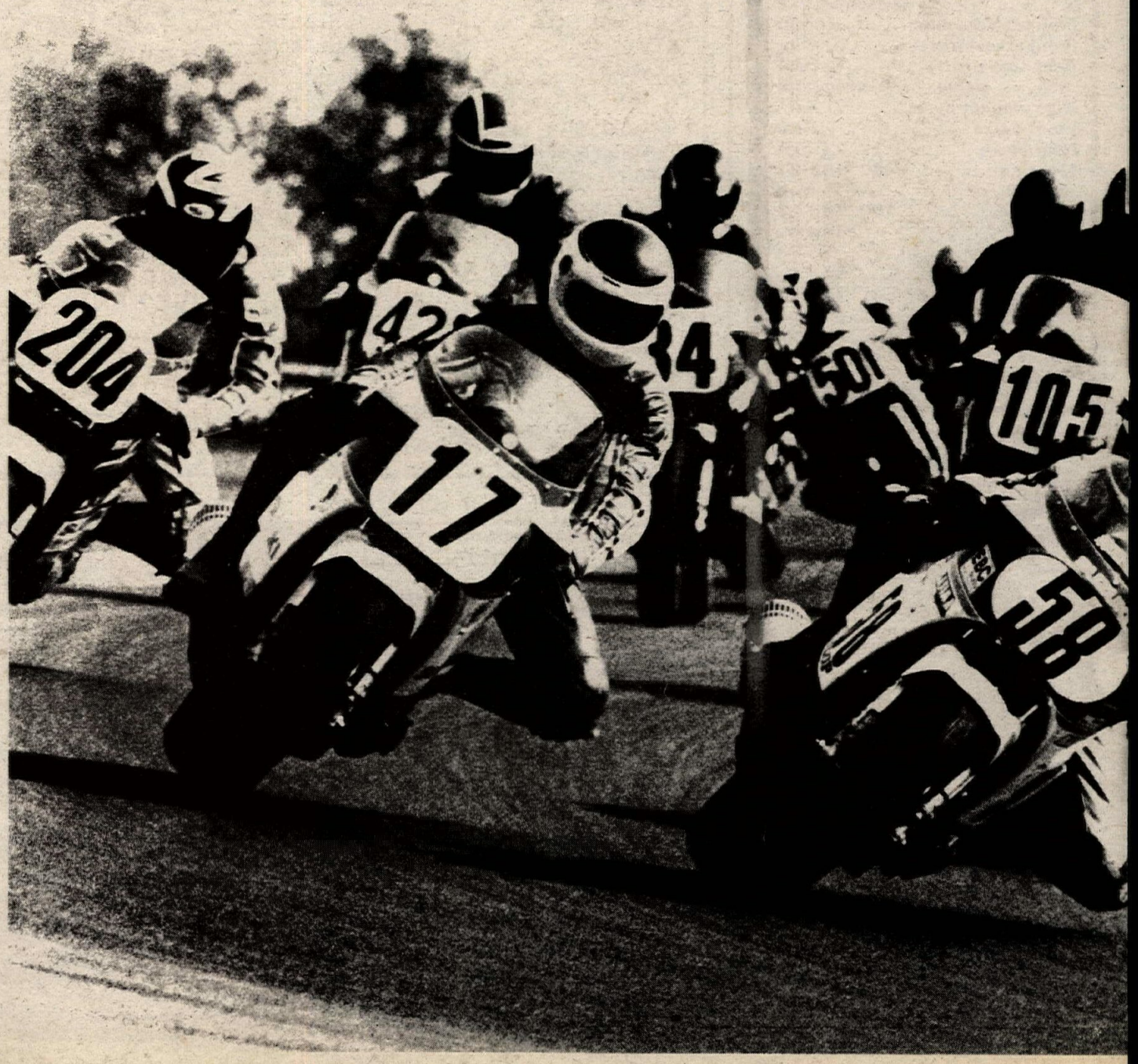

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Frenchman Jean-Michel Bayle easily won both motos at the opening round of the World Championship 125cc MX Series in Italy.

FILE PHOTOS BY ALEX HODGKINSON

Cagiva's Davey Strijbos from Holland was Bayle's only threat. Strijbos went 4-2 for second overall. Third went to American Bobby Moore.

In his 125cc debut, 1987 500cc MX World Champion Georges Jobe had a disappointing day, finishing 10th overall via a 12-9 tally.

World Championship 125cc MX Series: Round 1

Bayle sweeps 'em in Italian GP opener

By Alex Hodgkinson

CASTIGLIONE DEL LAGO, ITALY, APR. 4

The opening 125cc MX Grand Prix saw Frenchman Jean-Michel Bayle and his Honda battle against the giants of the quarter-liter class, such as second ranked Dutchman Davey Strijbos, and walk away with two moto victories and the day's overall title. Second place went to Strijbos, while American Bobby Moore motored his KTM to a third overall, while 1987 500cc World Champion Georges Jobe from Belgium didn't even figure in today's results. He's hoping to become the first rider in history to win all three class championships. This is Jobe's first attempt in the 125cc class. Absent from the 125cc wars is the 1987 125cc World Champion Team Yamaha's John Van den Berk from Holland, who will be campaigning the 250cc GP circuit instead of defending his 125cc title.

While good weather returned to northern Europe, Italy was hit by persistent rain for five days prior to the Easter Monday race, though sunshine from midday made the second race less muddy.

But mud in the 125cc class means Bayle. Just like fellow Frenchman, former 250cc World Champion Jacky Vimond, the 19-year-old from Provence is outstanding in such going and even Strijbos, who seems to be Bayle's only serious rival, had to admit: "Today Jean-Michel was the best. There can be no doubt about that. But I have only had the chance to ride my new Cagiva twice before we came here, and I am not fully at home with it yet. I am still confident, and I hope that I can pull back all of the points over the next two weeks in Belgium and Holland."

Two falls in the first race restricted Strijbos to fourth place as Bayle won by two minutes and lapped up to eighth place, but second place in the second moto was enough to give the Dutchman second overall (and 10 points less than Bayle) after a points tie with Moore.

The Californian, a KTM works rider, said before the race that he was not looking forward to racing in the mud, but after collecting 30 points he was more philosophical: "I still don't like it, but I got good starts and kept out of trouble. That's the only way to ride in these conditions."

After just two laps of race one, Bayle led Italy's Puzar Alessandro and his KTM by 15 seconds, while Strijbos was a further 30 seconds back in third.

Long before the checkered flag, Bayle had extended his lead to two minutes and was often almost stopping to look across the track before picking his line to avoid fallen riders, feet up like a trials rider.

Also in the second race he quickly moved out of sight of Strijbos and won with ease, lapping all but 12 rivals on a much drier course.

For Jobe his first 125cc GP was a disaster. After struggling to 12th in moto one he said, "I was riding like a novice. I know I can ride much faster on a 125 but I was very nervous. I was making such stupid mistakes and fell off so many times. I cannot even blame a bad start because I was ninth through the first turn in race one, but then I fell already on the first lap. But I am sure I can make second place to Bayle in race two."

Jobe appears to have underestimated the opposition. Although the track was very difficult to pass on, Jobe worked backwards, being passed by teammate Britain's Alain Lejeune, Italy's Massimo Manzo and Holland's Pedro Tragter before crashing into a downed Corrado Maddii. Only in the final three laps did Jobe show real form as he repassed Massimo and Czechoslovakia's Peter Kovar to finish close behind his cousin, Britain's Therry Godroid.

Honda-mounted Tragter had led the start of moto one but went down in the first turn leaving Bayle and GP debutant Jamie Dobb entering the second turn side-by-side. But Dobb, too, went down, giving Bayle the lead.

Puzar took over the chase after Bayle, but inevitably the Italian started crashing before half distance and was back in the paddock before the end of the race.

Strijbos took over second place temporarily before the first of two falls on a muddy climb let Moore into second which he held to the finish despite a strong challenge in the final laps from Finland's Mikka Kouki, who had ridden the works Yamaha superbly to climb from 10th on lap one. A second fall had dropped Strijbos behind Sweden's Jeff Nilsson, who was in the top five on every lap of the race on his return to 125cc GP racing. But Strijbos regained fourth from Nilsson four laps from the finish.

Nilsson said, "This is my first motocross since August and I was not very confident after practice in the deep mud. But the sun dried it out enough for race two that the mud started to get very heavy and my enduro experience came in very handy. I just concentrated on riding at my own pace and not losing my rhythm. If I had tried to keep ahead of Dave, I would probably have started to make mistakes. Maddii passed me on the final lap but I got him back two corners later."

Bayle needed only as far as the third corner to pass Puzar for the lead in race two and within half a lap, Maddii was also past the young KTM rider. Strijbos was the next to demote Puzar, as Bayle disappeared into the distance, and he was soon a lonely second as Maddii dropped back quickly after being passed.

Moore broke clear of the pack to also pass Puzar, but the Italian regained third in the closing laps, having had a less strenuous first race. Arto Pantilla, who had been fastest in timed training and prominent in the first race until a fall (he broke the kickstart before the start of the race and had to push start the KTM in the deep mud which cost him a lot of time), was always in control of the next battle which included Lejeune, Manzo, Tragter, Jobe, Godroid and Maddii at one time or another. Passing proved extremely difficult and falls were to prove decisive. First Maddii went down soon after being passed by Tragter, recovering from a moderate start, and Jobe was unable to avoid the fallen Italian, then Manzo fell and finally Jobe got going properly in the final laps after struggling for most of the day to forget his 500cc riding technique.

American Mike Healey had a forgettable day. Riding a Yamaha for the Italian importer, Healey couldn't come to grips with the conditions and fell many times after bad starts before the motor seized. •

Results

1. Jean-Michel Bayle (Hon) 1-1; 2. Davey Strijbos (Cag) 4-2; 3. Bobby Moore (KTM) 2-4; 4. Alain Lejeune (Hon) 7-6; 5. Mika Kouki (Yam) 3-15; 6. Alessandro Puza (KTM) 0-3; 7. Corrado Maddii (Hon) 6-14; 8. Arto Panttila (KTM) 15-5; 9. Peter Kovar (Kaw) 10-11; 10. Georges Jobe (Hon) 12-9; 11. Eric Vigelle (Hon) 8-13; 12. Jeff Nilsson (Yam) 5-0; 13. Pedro Tragter (Hon) 0-7; 14. Thierry Godfroid (Hon) 0-8; 15. Andrea Bartolini (Suz) 9-0; 16. Massimo Manzo (TM) 0-10; 17. Pasi Hagstrom (Kaw) 11-0; 18. Alberto Barozzi (Ben) 0-14; 19. Marnico Bervoets (Yam) 13-0; 20. Albert Van Breugel (Hon) 14-0.

PHOTO BY DAVID PROCIDA

Chris Taylor (3), Ken Clifton (16) and Ulf Johansson (417) blast off the starting gate in the 250cc Pro class at Perris Raceway.

McLain first at Perris MX

By David Procida

PERRIS, CA, APR. 2

Mike McLain smoked the Pro class for the overall win along with the Open Pro class win today at Saturday SMX motocross at Perris Raceway.

At the start of moto one, it was Ed Arnet aboard a KX250 taking the holeshot and close behind him was 406cc ATK-mounted McLain, with Chris Taylor, Ulf Johansson and John Posca all bunched up in the 180° turn at the end of the straightaway. As the riders sorted themselves out, Arnet and McLain began to pull away from Taylor with Honda-mounted Roger Jones beginning to make headway with the front runners. Jones was soon running in fourth with Johansson attached to his rear fender. Moments later, Johansson slipped by and into third. At the midmoto mark, Arnet came to a rolling halt as his rear axle nut had fallen off, giving McLain a very large lead over Johansson, who had now moved into second overall, first 250cc Pro with Jones and Posca not far behind. Running in the second Open Pro slot was Brian Vargus aboard a KX500. The position remained intact with McLain taking the overall win and Johansson capturing the 250cc Pro moto win.

When the gate fell for moto two, McLain's timing was spot on and he proceeded to lead the pack into the first corner. Running in second was Vargus with Arnet stuffing his way by and they entered the 180° turn. McLain was waiting for no one and immediately began to open up some breathing room on the pack. Arnet was comfortable with second overall, first 250cc spot in the moto. Running in third was a hard charging Johansson on his Pro-Circuit/White Bros. Honda, with Posca's YZ250 only a couple of bike lengths behind. Under the white flag, Taylor and Vargus were dicing heavily for fourth overall as McLain took his second moto win of the day. Johansson finished a short distance behind Arnet, but with a 1-2 score, nailed down the 250cc win. Jones went 2-3 for second 250cc Pro slot and rounding out the third 250cc slot was Arnet, with a 5-1 day. Vargus claimed second overall 500cc via a 2-2 set of motos.

In 250cc Novice action, Bill Sauro took the holeshot in moto one, and Honda-mounted Jack Phinn diced with KX pilot Joe Crouch. These two riders stayed within a bike's length of each other for over more than half of the race when Phinn failed to show up with Crouch and Jim Carley assumed the number three slot as Sauro took the checkered flag for the 250cc class win. In moto two, it was almost a replay of moto one, with Sauro getting the holeshot ahead of Phinn and Crouch. As Sauro pulled away from the pack, Jim Carley moved up into a three rider dice for second place. Phinn successfully held off Crouch for over half the moto before surrendering the number two position to him. As the moto came to an end, Sauro soared to an overall win with Crouch getting second overall and Carley taking third.

Results

MINI NOV: 1. Kerry Van Tienen (Kaw).
MINI BEG: 1. Scott Johnson (Kaw); 2. Mike Woolner (Kaw).
125 BEG: 1. Rick Lee (Yam); 2. Sheryl Federow (Yam); 3. Daryl Kageyama (Hon).
250 BEG: 1. Mark Schultz (Hon); 2. J.W. Morio (Suz); 3. David Fajardo (Yam).
125 NOV: 1. Albert Sanchez (Hon); 2. Ryan Johnson (Hon); 3. Brian Beach (Hon).
250 NOV: 1. Bill Sauro (Hon); 2. Joe Crouch (Kaw); 3. Jim Carley (Kaw).
OPEN NOV: 1. Brian Allen (Hon); 2. Greg Whitfield (Yam); 3. Robert Moore (Kaw).
125 INT: 1. Robert Shipman (Yam); 2. Raymond Anthony (Hon); 3. Brian Calhoun (Kaw).
250 INT: 1. David Foltz (Kaw); 2. Ken Erb (Suz); 3. Cliff Walls (Hon).
OPEN INT: 1. Larry Narrenga (Hon); 2. Brian Davy (Kaw).
250 PRO: 1. Ulf Johansson (Hon); 2. Roger Jones (Hon); 3. Ed Arnet (Kaw).
OPEN PRO: 1. Mike McLain (ATK); 2. Brian Vargus (Kaw).
125 PRO: 1. Ken Clifton (Kaw).
VET NOV: 1. Paul Ikeda (Hon); 2. Francis V. McGee (Hon); 3. Norman Schiel (Yam).
VET INT: 1. Lyle Sweeter (Hon); 2. Rudy Chavez (Hon); 3. Kevin Yerian (Suz).
VET EX: 1. Alan Olson (Hon); 2. George Kohler (ATK); 3. Kirt Goldie (Hon).

Walters wails at Lake Whitney MX

By Joyce Ladd

WHITNEY, TX, APR. 3

The second race of the 16th Annual Texas Series was held at Lake Whitney Cycle Ranch and it was Chad Walters taking top honors in the 125cc Novice class.

Moto one found Honda-mounted Walters taking the holeshot, while in hot pursuit was Honda rider Frankie Ladd. During lap two Walters went down in a turn and Ladd took over the lead, then Ladd bobbled in a rut and Walters regained the lead in lap three. Caught behind a lapped rider Ladd lost second position to Honda-mounted Stanley Chomer. At the checkered flag it was Walters first, Chomer second and Ladd third.

Moto two saw Chomer in the lead followed by Walters, Honda-mounted Jason Krempin and Ladd. In lap two Chomer went down in the finish line turn and was passed by Walters, Krempin and Ladd. In lap three Walters hit loose dirt in a berm and gave position one to Krempin. At the checkered flag it was Krempin first, Walters second and Ladd third. With Walters' 1-2 moto finishes the overall win for the day went to Walters.

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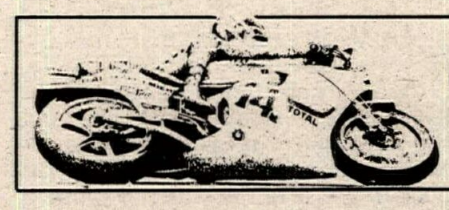

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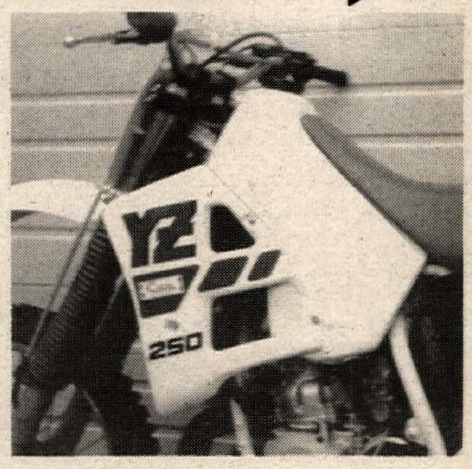

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At Trail-Way Short Track, winner Jim Lynch (17) is chased by Wayne Franklin (39) and Paul Nettleton (41) in the 600cc Amateur class.

PHOTO BY LEN BREECH

PHOTO BY HURLEY & DOT SHORT

Kent Rogerson (43) grabbed the holeshot in front of John Hainline (333), Anthony Dyson (115) and Corky Faddis (88) at Montrose MX.

Moto one of the 125cc Intermediate class brought Yamaha-mounted Chris Niles into the lead with the holeshot and Kawasaki rider Jack Ricks III right on Niles' rear fender followed by Honda-mounted Michael Lord. Ricks turned on the gas and made his move on Niles to take over position one before the end of lap one. Ricks kept the gas on to get a comfortable lead for the rest of the moto. Lord overtook Niles for four laps 'til he developed bike problems in lap six. At the checkered flag it was Ricks first, Niles second and Honda rider Chris Walters third, with Lord finishing fourth.

Moto two saw Niles in position one the entire moto. Ricks came out of the start at the rear of the pack and a fall put him in last place at the end of lap one. Ricks again turned on the gas and started passing. By lap five Ricks was in second place and closing in on Niles. In the turn before the finish line Ricks was right on Niles. Taking the checkered first was Niles, giving him the overall win for the day, Ricks second and Walters third.

Results

50: 1. Zac Slater (Yam); 2. Eli Slater (Yam); 3. Amy Haner (Yam).

60: 1. Clint Latham (Kaw); 2. Brian Oestrick (Kaw); 3. John Haner (Kaw); 4. Joe McIntrye (Kaw; 5. Jerry Hill (Kaw).

80 BEG: 1. Heath Wallis (Kaw); 2. Brian Hoffman (Hon); 3. Lonnie Holder (Yam); 4. John Cantres (Hon); 5. Mike Shelman (Yam).

80 JR: 1. Clint Latham (Kaw); 2. John Haner (Kaw); 3. Brian Oestrick (Kaw); 4. Jeff Covington (Kaw); 5. Jeremy Langston (Yam).

MINI STK: 1. Heath Kirtland (Hon); 2. Jeff Dement (Kaw); 3. Colin Edward (Yam); 4. Jody North (Hon); 5. Willy Bowden (Hon).

MINI NOV: 1. Trey McCarty (Yam); 2. P.J. Kerr (Kaw); 3. John Heath (Suz); 4. Chad Plumlee (Kaw); 5. Doug Boyd (Kaw).

MINI INT: 1. Jeff Dement (Kaw); 2. Steve Olson (Hon); 3. Jody North (Hon); 4. Kevin Bloxom (Hon); 5. Tommy Lee (Kaw).

MINI EX: 1. Heath Kirtland (Hon); 2. Tim Hodes (Hon); 3. Willy Bowden (Hon); 4. Colin Edwards (Yam).

125 NOV: 1. Chad Walters (Hon); 2. Jason Krempin (Hon); 3. Frankie Ladd (Hon); 4. Stanley Chomer (Hon); 5. Jason Matus (Hon).

125 INT: 1. Chris Niles (Yam); 2. Jack Ricks III (Kaw); 3. Chris Walters (Hon); 4. Matt Harlan (Yam); 5. Michael Lord (Hon).

125 EX: 1. Clay Hoenshell (Suz); 2. Terry Tinney (Hon); 3. Jason Langford (Kaw); 4. Carroll Richards (Cag); 5. Billy Whitley (Cag).

250 OPEN BEG: 1. Randy Owens (KTM); 2. Tony Hammond (Hon); 3. Tori Hicks (Hon); 4. Richard Pae (Hon); 5. Jim Kindel (Kaw).

250 NOV A: 1. Chris Bresler (Hon); 2. Paul Bishop (Hon); 3. Chris Gullaksen (Kaw); 4. Dennis Phelps (Suz); 5. David Schlitler (Hon).

250 NOV B: 1. Jeff Talley (Kaw); 2. Todd Bates (Hon); 3. Chip Munn (Hon); 4. Scott Noble (Hon); 5. Brent Shaw (Yam).

250 INT: 1. Jack Ricks III (Kaw); 2. Tim Portz (Kaw); 3. Matt Chapa (Kaw); 4. Matt Harlan (Yam); 5. Jeff Carpenter (Yam).

250 EX: 1. Billy Whitley (Cag); 2. Terry Tinney (Suz); 3. Carroll Richardson (Cag); 4. Tommy Rios (Yam); 5. Jason Langford (Kaw).

OPEN: 1. Mark Benson (Kaw); 2. Chad Clay (Hon); 3. Rob Riner (Kaw); 4. Mark Marshall (Hon); 5. Doanld Tuckness (Hon).

OVER 25: 1. Tim Portz (Kaw); 2. Steve Reavis (Kaw); 3. Rob Riner (Kaw); 4. Chuck Davis (Hon); 5. Sanee Talassi (Yam).

OVER 30 NOV: 1. Doug Fisher (Hon); 2. T.C. Carter (Hon); 3. James Barnes (Hon); 4. Ken Martin (Kaw); 5. Hayen Smith (Hon).

OVER 30 INT: 1. Emmett Druia (Hon); 2. Darrell Bishop (Hon); 3. Eddie Kaufman (Hon); 4. Jerry Hill (Suz); 5. Dwight Leatherwood (Hon).

OVER 30 EX: 1. Johnny Adams (Hon); 2. Jeff Jones (Hon); 3. Steve McCombs (Kaw); 4. Billy Smith (Hon); 5. Edward Hays (Hon).

125 BEG: 1. Jon Ogletree (Yam); 2. Brian Vandenbout (Kaw); 3. James Williams (Kaw); 4. Gary Owens (Hon); 5. Craig Brower (Yam).

Majeski masters Trail-Way ST

By Len Breech

HANOVER, PA, APR. 2

Despite heavy, overcast conditions, Trail-Way Speedway hosted their first night short track of the season. Only three riders managed to repeat their win from the opening Sunday race three weeks earlier — Joe Gately (Seniors), Randy Shank (90cc) and Kevin Varnes (200cc Amateurs). No Experts repeated their class win, although Tom Cerciello topped the 250cc Experts tonight, after winning the 750s on opening day. And in the largest, no-holds barred class, the 600s, the last name was the same as the opening, but this time it was older brother Tom Majeski beating his brother, and 600cc winner earlier, Rob, by a length.

The 600cc Experts had to fight to make the final, with four heats, and "luck of the draw" had some of last year's winners not making the final as two of the heats were packed with many top five riders. Although the final was very fast and close, very few positions changed. Tom Majeski took the lead from brother, Rob, Jim Hollister and Tom Cerciello as they exited the second turn. After two laps, Georgie Price had worked his way into fourth in his first ride on a 600, while Scott Saunders, Cerciello and Randy Texter got into a close hard fought battle for fifth. Although they have competed in the same class several times in the past two years, this was the first time the Majeskis had battled for the lead among themselves. This time, Tom held on for the win, with Rob no more than a length behind.

As was the case in almost every final tonight, the leader out of turn two won on a smooth, slightly slick, wide groove track. In the 250cc Experts, Tom Cerciello took the lead from Mike Klopp, Dave Duhaine and Randy Texter at the start. On the third lap Texter slipped by Duhaine on the back straight for third.

Texter came back in the 750cc final to take the lead from Hollister, Richard Foard, and Cerciello. The most passing of the night occurred over the second position, as Hollister drifted close to the wall, letting Foard into second, regaining it on the next lap. Clarence Bull caught fire, and moved into second on the fifth lap, while Cerciello took the position for good as they came off the fourth turn on the seventh lap.

Closest of the Amateur races was the 90s, where Randy Shank figured to easily win, being the only Expert in the field. True to form, Shank grabbed the lead from Ricky Winsett, Todd Winsett and Jeremiah Alexander. Alexander displaced Todd for third as they ended the second lap. About that point, Winsett moved up to pressure Shank for the lead and stayed planted on his tail end for the duration, even getting beside him once, but didn't quite have it to pass on the outside. At the flag, Shank won by a length.

After skipping the opening event due to a strange sound in his engine, Jim Lynch had it back together tonight as he grabbed the lead from Wayne Franklin, Dallas Baer, and Paul Nettleton, as the 600cc Amateurs left the second turn. Baer took second as they hit the third turn on the third lap. From then on it was a replay of the first heat, with the same results; Lynch in first, with Baer two lengths back.

Results

SR: 1. Joe Gately (Tri); 2. Joe Heberling (Yam); 3. George Price (Yam).

600 AM: 1. Jim Lynch (Rtx); 2. Dallas Baer (Yam); 3. Wayne Franklin (W-R); 4. Paul Nettleton (Rtx); 5. John Salerno (Yam).

55: 1. John Winsett (Yam); 2. Paul Lynch (Yam); 3. Josh Young (Yam); 4. Thoams Skethway (Yam).

90 EX: 1. Randy Shank (Kaw).

90 AM: 1. Ricky Winsett (Yam); 2. Jeremy Alexander (Kaw); 3. Jason Lheureux (Suz); 4. Todd Winsett (Yam); 5. Paul Lynch (Hon).

200 AM: 1. Kevin Varnes (Yam); 2. Mike Walton (Yam); 3. Gary Clark (Hon); 4. Mike Thomas (Suz).

250 EX: 1. Tom Cerciello (Yam); 2. Mike Klopp (Suz); 3. Randy Texter (H-D); 4. Dave Duhaine (Suz); 5. Bob Sweeten (Kaw).

250 AM: 1. Rich Mellinger (Yam); 2. Jill Lautenbacher (Hon); 3. Richard Skiles (Yam); 4. Eddie Hidden (Yam); 5. Jim Haldeman (Suz).

600 EX: 1. Tom Majeski (H-D); 2. Rob Majeski (H-D); 3. Jim Hollister (H-D); 4. Georgie Price (ATK); 5. Randy Texter (H-D).

750 EX: 1. Randy Texter (H-D); 2. Tom Cerciello (Tri); 3. Clarence Bull (Yam); 4. Jim Hollister (Tri); 5. Richard Foard (Tri).

Rogerson hot at Montrose MX

By Hurley and Dot Short

RAEFORD, NC, APR. 3

Cagiva-mounted Kent Rogerson from South Carolina captured the overall victory in the 250cc Novice class at Montrose Motocross, beating Kawasaki riders Hank Mason and Chip Hatley. Rogerson also competed in the 125cc Novice class but didn't have as much luck, finishing third behind John Hainline and Anthony Dyson.

Rogerson exploded in the 250cc class, nailing the holeshot in both motos. In the first moto, Rogerson led from start to finish, but it was in round two when he had to do some extra work. Rogerson collided with another rider, allowing Manson to slide into the lead. But in the late stages of the race, Rogerson shot back into the lead, taking the moto win and overall.

In the 125cc Amateur ranking, Matthew Hendrix grabbed the holeshot in the first moto, while Willie Pruit and Craig Barbour pursued. After battling for awhile, Barbour moved into first with Hendrix and Charles Todd taking up the wars over second and third. They held their positions to finish in this order.

Round two saw Todd take the holeshot and hold it every lap for the win. He was followed in by Barbour and Hendrix. Barbour, however, wrapped up the overall victory.

Results

P/W: 1. Jeff Donaldson (Kaw); 2. Jonathan Hayes (Kaw); 3. Glenn Cary (Kaw).

SR MINI: 1. Jason Minor (Yam); 2. Kevin Simpson (Kaw); 3. Steve Conrad (Kaw); 4. Chris Sellers (Kaw).

125 NOV: 1. Joh Hainline (Kaw); 2. Baima Helge (Suz); 3. Anthony Dyson (Kaw); 4. Kent Rogerson (Cag).

250 NOV: 1. Kent Rogerson (Cag); 2. Hank Mason (Kaw); 3. Chip Hatley OKaw); 4. Steve McKnabb (Kaw).

125 AM: 1. Craig Barbour (Yam); 2. Charles Todd (Yam); 3. Matthew Hendrix (Yam); 3. Ned Blackwelder (Kaw).

PRO: 1. Philip Sheets (Hon).

SR: Evans Bryant (Hon); 2. Craig Collie (Hon); 3. Steve McKnabb (Kaw); 4. Marc Minor (Suz).

250 AM: 1. Jimmy Johnson (Hon); 2. Tim Langdon (Yam).

OPEN AM: 1. Shane Kennedy (Yam); 2. Dean Herrin (Hon); 3. Craig Walters (Hon); 4. Craig Collie (Hon).

Wineland edges Dircks at Firebird MX

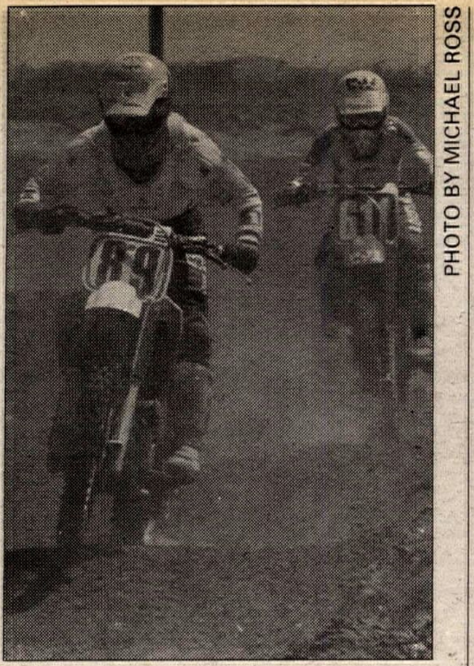
By Michael Ross

CHANDLER, AZ, MAR. 27

Honda-mounted Brent Wineland topped the 125cc Expert class during round two of the Arizona State MX Championship Series today at Firebird Raceway. Wineland narrowly defeated Drey Dircks with a 2-1 tally. Dircks had a 1-2 finish.

Despite temperatures pushing the 100° mark during a weekend-long heat wave that broke 16-year-old records, Honda House/Scott/Young Cycle/PJ1 sponsored Wineland took command of the opening laps of moto one and was dogged by Dirck's Honda. David McDermott ran in third ahead of Dan Bonham.

Dircks put the move on Wineland on lap two. Dircks closed up under braking in a left-hand hairpin,



Kyle Killebrew (189) leads winner Brent Wineland at Firebird MX.

forcing Wineland off-line in the rollers at the exit. Wineland bailed off, losing two positions before rejoining the race.

Wineland passed Bonham on the next lap with an outside pass and closed in on second-place Kyle Killebrew. Wineland put the pressure on Killebrew for three laps, finally getting past on lap seven when Killebrew fell.

The checkered flag waved for Dircks first, he finished with a 10 second lead over Wineland. McDermott, Killebrew and Bonham rounded out the top five.

Bonham took the second moto holeshot ahead of Killebrew and Dircks as McDermott fell. Dircks fell as Wineland charged into third and then inherited second behind Killebrew's Apache Yamaha.

Wineland motored around the outside of Killebrew to take the lead on lap three and stretched out a five-second advantage by lap six as Dircks caught and passed Killebrew.

On lap 10, Wineland took the checkered flag nine seconds ahead of Dircks with Killebrew, Scott Connelly and Bonham rounding out the top five.

Results

P/W: 1. Jesse Baldwin (Yam); 2. Dusty Pingree (Yam).

JR CYC BEG: 1. Justin Cracky (Kaw); 2. Dylan Guthrie (Kaw); 3. Scott Young (Hon).

JR CYC AM: 1. Jason Matthews (Kaw); 2. B.J. Parrish (Hon).

80 BEG: 1. Erick Anderson (Yam); 2. Ted Campbell (Hon); 3. Adam Stein.

80 NOV: 1. Tom Johnson (Hon); 2. Alex McElyea (Yam); 3. Justin Wight (Suz).

80 AM: 1. David Pingree (Kaw); 2. Billy DeMastry (Hon); 3. Jason Wright (Kaw).

80 AM MOD: 1. David Pingree (Kaw); 2. Billy DeMastry (Hon).

125 BEG: 1. Steve Shackell (Kaw); 2. Jim Cracky (Hon); 3. Darren Curtis.

125 NOV STK: 1. Pete Wickersham; 2. Shawn Cisco (Yam); 3. Darren Donaldson (Suz).

125 AM STK: 1. Jerry Stuart (Yam); 2. Chip Young (Hon); 3. Chris Knickerbocker (Kaw0.

125 AM MOD: 1. Chip Young (Hon); 2. Todd Olson (Hon); 3. Jerry G. Stuart.

125 EX: 1. Brent Wineland (Hon); 2. Drey Dircks (Hon); 3. kyle Killebrew (Yam).

250 BEG: 1. John Cooper; 2. Randy McKey (Kaw); 3. Troy Kalina (Hon).

250 NOV: 1. Kevin Stogsdill (Kaw); 2. Brent Hutton (Kaw); 3. Alvin Yellowhair (Hon).

250 NOV MOD: 1. Tim Barker (Hon); 2. Tait Bakke (Hon); 3. James O'Kane (Suz).

250 AM: 1. Ed Heacox (Hon); 2. Jim Hale (Suz); 3. Ranny McKee (Yam).

OPEN NOV: 1. Paul Miller (Hon); 2. Ted McHugh (Hon); 3. Larry Thurman (Kaw).

OPEN AM: 1. Ray Moore (Hon).

OT: 1. Tim Barker (Hon); 2. Bill Meyer (Hon); 3. Dave Burns (Yam).

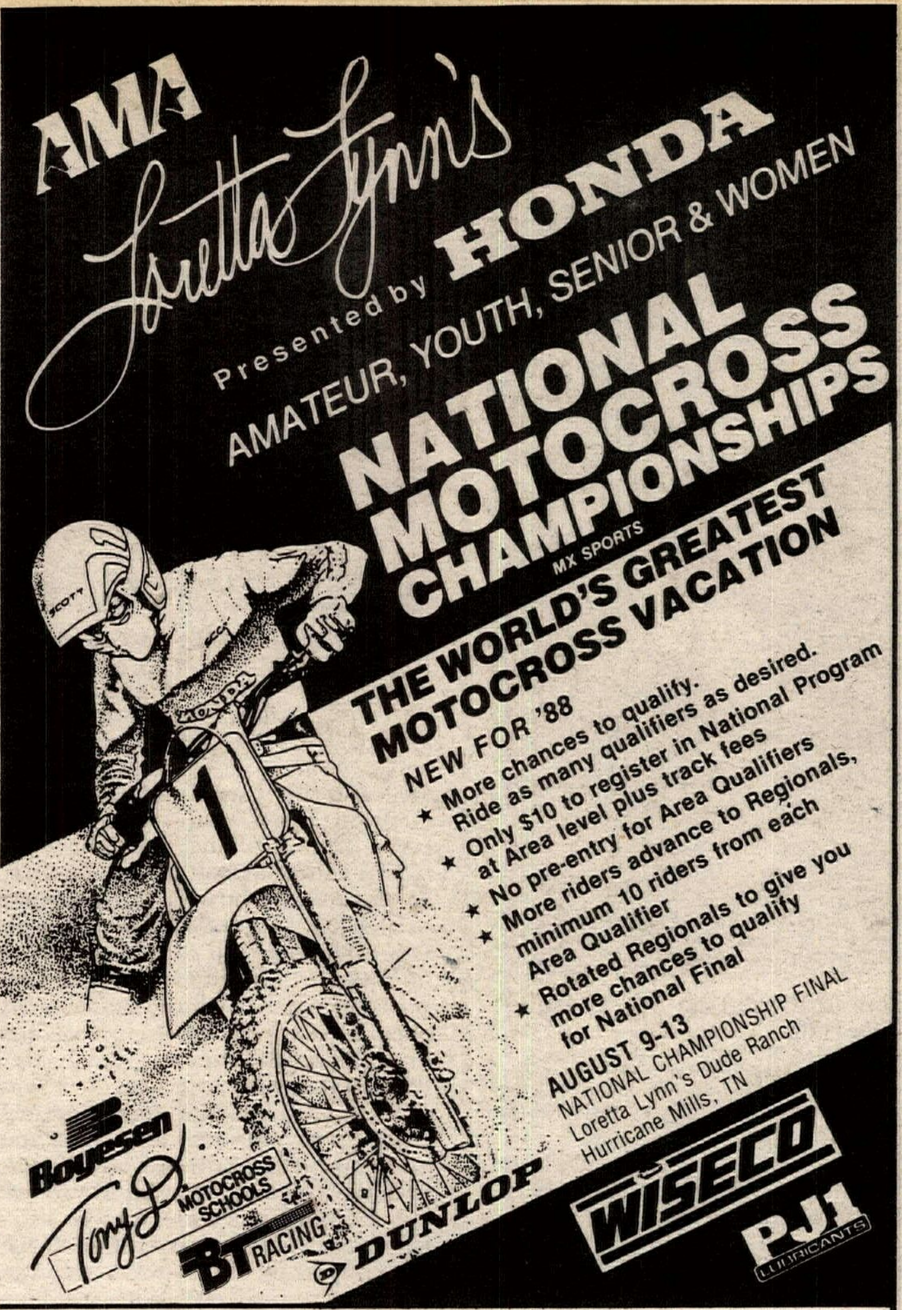
Butterfield MX win to Brundage

By David Procida

TEMECULA, CA, MAR. 27

Kawasaki-mounted Frankie Brundage was the big winner in round two of the SMX-sponsored California Classic Series at Butterfield MX.

When the gate fell for moto one



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Apr. 30/May 1	**THE CHALLENGER,** Homer City, PA	(412) 726-5494
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Jun. 4-5	**HIDEAWAY MX,** Shippensburg, PA	(717) 423-6653
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Jun. 18-19	**BROOME-TIOGA,** Binghampton, NY	(607) 648-4997
	NORTHEAST AMATEUR REGIONAL	
Jun. 25-26	**STEEL CITY,** Delmont, PA	(304) 594-1157
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Mar. 26-27	**VICTORY SPORTS,** Blountville, TN	(615) 323-5497
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Apr. 9-10	**SANDHILL,** Chesterfield, SC	(803) 623-2036
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May 7-8	**GATORBACK,** Gainesville, FL	(813) 822-8929
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Jun. 4-5	**SUGAR TREE,** Axton, VA	(703) 650-3030
	SOUTHEAST YOUTH REGIONAL	
Jun. 25-26	**ROLLING HILLS,** Reidsville, NC	(919) 342-4492
	SOUTHEAST AMATEUR REGIONAL	
Jun. 18-19	**DEVIL'S RIDGE,** Sanford, NC	(919) 776-1767
	MID EAST AREA QUALIFIERS	
Apr. 16-17	**MORELANDS MX,** Stanton, MI	(517) 235-4105
Apr. 23-24	**EASTERN KY MX,** Eastern, KY	(606) 285-9306
May 7-8	**MOTOSPORT TRAILS,** Millport, OH	(216) 821-2966
May 14-15	**C.O.C.R.,** Sugar Grove, Oh	(614) 237-3511
May 21-22	**WESTERN KY TR. RIDERS,** Cadiz, KY	(502) 522-6624
May 29-30	**KNOBBY HILL,** Hortonville, IN	(317) 758-6200
Jun. 4-5	**IRON MUSTANGS,** Brighton, MI	(313) 535-5640
	MID EAST YOUTH REGIONAL	
Jun. 25-26	**C & S SPORTS,** Terre Haute, IN	(812) 894-2708
	MID EAST AMATEUR REGIONAL	
Jun. 18-19	**RED BUD,** Buchanan, MI	(616) 695-6405
	SOUTH CENTRAL AREA QUALIFIERS	
Mar. 19-20	**SWAN MX,** Tyler, TX	(214) 882-4215
Mar. 26-27	**SOUTH 40,** Crane, TX	(915) 558-3989
Apr. 16-17	**CAMEL BACK,** Pine Bluff, AR	(501) 879-1404
Apr. 23-24	**RIVERSIDE MX,** Watson, LA	(504) 664-4297
Apr. 30/May 1	**GOOD TIMES,** San Antonio, TX	(512) 674-9422
May 7-8	**MESA RACEWAY,** Fritch, TX	(806) 857-2235
	SOUTH CENTRAL YOUTH/AMATEUR REGIONAL	
May 28-29	**GOOD TIMES,** San Antonio, TX	(512) 674-9422
	WEST CENTRAL AREA QUALIFIERS	
May 14-15	**UINTAH BASIN,** Spanish Fork, UT	(801) 756-9723
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June. 4-5	**GREEN RIVER MC,** Rocksprings, WY	(801) 756-9723
Jun. 11-12	**WESTERN WYOMING MC,** Evanston, WY	(801) 756-9723
	WEST CENTRAL YOUTH/AMATEUR REGIONAL	
Jul. 2-3	**HAPPY VALLEY MC,** Spanish Fork, UT	(801) 756-9723
	NORTH CENTRAL AREA QUALIFERS	
Apr. 23-24	**MOTO PRO CYCLE,** St. Paul, MN	(612) 228-0959
Apr. 30/May 1	**LINCOLN TRAIL,** Casey, IL	(217) 932-2041
May 21-22	**MX PARENTS,** Columbia, MO	(314) 696-5561
May 28-29	**PAUL BUNYON SKI/REC,** Lakewood, WI	(715) 276-7865
	NORTH CENTRAL AMATEUR REGIONAL	
Jun. 25-26	**MOTOSPORTS,** Byron, IL (PE-Jun 10)	(815) 234-2271
	NORTH CENTRAL YOUTH REGIONAL	
Jul. 2-3	**MIDWAY,** Kellogg, MN (PE-Jun 17)	(507) 534-2841
	NORTHWEST YOUTH/AMATEUR REGIONAL ONLY	
May 28	**WASHOUGAL,** Washougal, WA (PE-May 13)	(206) 568-3235
	SOUTHWEST YOUTH/AMATEUR REGIONAL ONLY	
May 1	**BLYTHE MX,** Blythe, CA (PE-Apr 15)	(619) 922-8322

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11. ☐ Plus 25
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PHOTO BY GARY CRIDER

Tommy Martin (260) duels with Joe Rogers (245) during the Georgia-Alabama Spring MX Series opener at Hillbilly Hills.

PHOTO BY RUSSELL PARKER

Terry Nichols (525) and Anthony Beckemeyer (207) battle it out in the Superbike Novice class at Oak Hill Raceway.

of the 250cc Pro class, Ron Turner, on his YZ250 led the pack onto the course. Close behind him were Brundage, Phil Lawrence and KX pilot Mike Durbin, holding off a large pack of 250cc Pros. As the riders sorted themselves out, Turner began to feel the presence of Brundage, but the pair failed to notice, just turned pro, Lawrence charge up on the outside. On lap three, Lawrence powered into the lead with Brundage now in second as Turner fell on the pace. Tri-City Honda's Willy Musgrave, was on the gas hard and pulled away from the pack to move into the #3 position with Durbin falling back to fourth. As the race progressed, Lawrence opened up some breathing room on Brundage and Musgrave, while back in the pack places were being changed with every lap. Craig Davis was trying to make up for a poor start, and was putting riders behind him quickly, and as Lawrence took the checkered ahead of Brundage and Musgrave. David moved into fourth, with Turner rounding out the top five riders.

In moto two, Turner once again took the point position with Brundage, Musgrave and Lawrence hot on his heels. Behind the leaders rose a large dust cloud as Colin Ryan had over a dozen riders trying to claim his position. Turner held onto the lead this time and held off all comers as he went wire-to-wire for the second moto win. Brundage stayed calm and collected as he held off the charges of Musgrave, who needed to pass the KX pilot to have a chance for the overall. Brundage maintained and took the overall win with a set of second place finishes, while Lawrence finished moto two in fourth to claim runner-up honors. Turner's 5-1 motos gave him third overall. Rounding out the top five were, Musgrave with his 3-3 tally, and Davis with a 4-7 day.

Pro (125cc) action had Lawrence, Davis and Durbin swapping the lead position among themselves. When all was said and done and the dust had settled, it was Lawrence and Davis swapping moto wins with Lawrence winning the all important moto two for the overall win. Davis took home second place cash, with Durbin in third.

In the 125cc Intermediate class, Honda rider Paul Cortez smoked to the tune of first overall with a pair of moto wins. Larry Lawrence played bridesmaid in both motos for second overall, while Chris Fonzo captured third overall.

Vet Expert action saw Greg Blackwell take his Honda to a pair of moto wins along with the overall as Mark Anderson went 2-3 for second overall. David Fisher bettered his first moto fourth with a second place showing in moto two for third overall.

Results

VET NOV: 1. Tim Williams (Kaw); 2. John Ritchie (Hon); 3. Victor Parker (Kaw).
VET INT: 1. Mark Matheis (Hon); 2. Dave Simmons (Kaw); 3. Rudy Chavez (Yam).
VET EX: 1. Greg Blackwell (Hon); 2. Mark Anderson (Hon); 3. David Fisher (Kaw).
STK 80 BEG: 1. Travis Fleming (Hon); 2. David Stufkosky (Suz); 3. Jarrett Austin (Suz).
STK 80 NOV: 1. Shane Scarpiello (Suz); 2. Donald Upton (Kaw); 3. Owen Dickson (Hon).
80 INT: 1. Ray Hensley (Suz); 2. Josh Kuchta (Hon); 3. Tony Amaradio (Yam).
125 BEG D-1: 1. Daniel Peterson (Yam); 2. Stephen Peterson (Yam); 3. Ramon Noriega (Cag).
125 BEG D-2: 1. Jeff Jetton (Kaw); 2. Robert Laine (Hon); 3. Rob Thornburgh (Suz).
250 BEG D-1: 1. Todd Martin (Kaw); 2. Danny Rodd (Yam); 3. Richard Vargo (Hon).
250 BEG D-2: 1. Richard Curran (Kaw); 2. Mike Gigrlere (Yam); 3. David Gibson (Hon).
125 NOV: 1. Scott Bristol (Hon); 2. Rogert Saenz (Yam); 3. Roger Hauptman (Kaw).
250 NOV: 1. Scott Bristol (Yam); 2. Will Dickson (Yam); 3. Jason Austin (Yam).
OPEN NOV: 1. Mark Brown (Hon); 2. Bryan Richardson (Yam); 3. Greg Keim (Hon).
125 INT: 1. Paul Cortez (Hon); 2. Larry Lawrence (Yam); 3. Chris Fonzo (Hon).
250 INT: 1. Jim Kuntz (Kaw); 2. Larry Lawrence (Yam); 3. Tracy Monterone (Yam).
OPEN INT: 1. Jim Kuntz (Kaw); 2. Tim Harris (M-S).
125 PRO: 1. Phil Lawrence (Yam); 2. Craig Davis (Yam); 3. Mike Durbin (Kaw).
250 PRO: 1. Frankie Brundage (Kaw); 2. Phil Lawrence (Yam); 3. Ron Turner (Yam).
OPEN PRO: 1. Mike McLain (Kaw).

Lusk, Neal double Hillbilly Hills MX

By Gary Crider

MACON, GA, MAR. 27

The opening round of the Georgia-Alabama Spring MX Series at Hillbilly Hills MX saw Ezra Lusk top the Senior Mini and Super Mini divisions, while fellow Team Green member Todd Neal romped to the 125 and 250cc B victories. Honda riders Mark Crozier and Tommy Martin squared off both A divisions and came away with a class win each. Over 240 riders were on hand for the Georgia Cycle Supply-sponsored event.

The large number of 125cc C entries required the running of two qualifying heats and a final moto. Scotty Matthews easily won his qualifier. Thirteen year-old Brock Bullard, who had raced a full-sized machine only once before, won his qualifier battle in a close match over Russell Radford.

Matthews, Bullard and Radford lined up for the final and when the gate dropped, Bullard took command of the lead, leaving Matthews and Radford stuck in heavy traffic. Radford soon entered the DNF column, while Matthews clawed his way toward the front. With two laps remaining, R&D's Matthews closed the gap on Bullard and took the lead to win, netting top honors. Scott/PJ-1/EP-backed Bullard held on to claim runner-up gold and said, "I thought I could hold Matthews off to the finish but a lapped rider fell in front of me and I lost my momentum." Kevin Cozadd posted 3-4 to net third overall.

Radford returned in 250cc C action and seemed to have the overall victory wrapped up, as he led the final moto going into the final lap. Steve Saunders, however, mounted a last lap charge from third position to take the win, netting a perfect score over Radford's pair of seconds.

Allen Harrison, riding his first race in more than a year, turned in a perfect score in Open B action. Dan Lipscomb and Steve Vollo had their turns at the lead position but eventually had to settle for second and third overall. Wallace Fincher thundered to a pair of fourth place finishes aboard his XR600 Honda to claim fifth overall behind John Trissel's fourth overall, 5-3 tally.

Maxima/EP-backed Danny Haynes proved his claim to Junior Mini honors with a spectacular second moto performance. Haynes took the lead away from Chris McNeil on the first lap only to crash back to seventh position. Haynes steadily moved back toward the front despite stiff competition and finally closed the gap on front-runner McNeil. Haynes took the win for a perfect score over McNeil. "I've been working on my jumps," said Haynes, "that's where I was making up time."

Haynes squared off with Patrick Hizel in 65cc action and their close match was decided on the last lap of the second moto when Hizel dove under Haynes to take the lead. Hizel held on to win with a 2-1 score over Haynes' 1-2.

Results

P/W: 1. Jeremy Nevels (Yam); 2. Mason Williams (Yam); 3. Sean Morgan (Yam); 4. Matt Boone (Yam); 5. Aaron Lindsey (Yam).
65: 1. Patrick Hizel (Kaw); 2. Danny Haynes (Kaw); 3. Kyle Kelly (Kaw); 4. David Dishman (Kaw); 5. Nicholas Kosko (Kaw).
JR MINI: 1. Danny Haynes (Kaw); 2. Chris McNeil (Yam); 3. Jason Grier (Suz); 4. B.J. Myers (Kaw); 5. James Grier (Suz).
SR MINI: 1. Ezra Lusk (Kaw); 2. Ryan Reynolds (Hon); 3. Billy Cantrell (Hon); 4. Andre Pene (Hon); 5. Matt Shue (Yam).
SR MINI: 1. Ezra Lusk (Kaw); 2. Matt Shue (Yam); 3. Johnny Dean (Suz); 4. Andre Pene (Hon); 5. Ryan Reynolds (Hon).
125 C: 1. Scotty Matthews (Suz); 2. Brock Bullard (Kaw); 3. Kevin Cozadd (Kaw); 4. Bryan Wormley (Hon); 5. Jonathan Krieger (Hon).
250 C: 1. Steve Saunders (Hon); 2. Russell Radford (Suz); 3. Kevin Thompson (Hon); 4. Allen Gravitt (KTM); 5. Brad Hayes (Hon).
125 B: 1. Todd Neal (Kaw); 2. Marc Waddle (Hon); 3. Jason Coleman (Hon); 4. Earnest Harbin Jr. (Hon); 5. Ross Johnston (Hon).
250 B: 1. Todd Neal (Kaw); 2. Jason Coleman (Hon); 3. Jason Alday (Kaw); 4. Paul Cline (Hon); 5. Jay McClellan (Yam).
OPEN B: 1. Allen Harrison (Hon); 2. Dan Lipscomb (Hon); 3. Steve Vollo (Hon); 4. John Trissel (Hon); 5. Wallace Fincher (Hon).
SR 30+: 1. Jay McClellan (Yam); 2. Steve Vollo (Hon); 3. Ray Carroll (Yam); 4. Stewart Williams (Hon); 5. Cliff Evans (Kaw).
SR 40+: 1. Steve Corlee (Kaw); 2. Don Hayes (Hon); 3. Joe Kowalczyk (Hon); 4. John Krieger (Kaw); 5. David Ezell (KTM).
125 A: 1. Tommy Martin (Hon); 2. Mark Crozier (Hon); 3. Darryl Heisler (Hon); 4. Ashley Epps (Hon); 5. Rick Lindell (Yam).
250/OPEN A: 1. Mark Crozier (Hon); 2. Darryl Heisler (Hon); 3. Tommy Martin (Hon); 4. Mike Crane (Hon); 5. Joe Rogers (Hon).

Martin wins two at Oak Hill RR opener

Gy George Peckham

HENDERSON, TX, MAR. 20

Michael Martin came out on his new Yamaha FZR400 to win both the D Production and Formula Two races at Oak Hill Raceway's first road race of 1988.

Martin and Rusty Allen, riding a Kawasaki EX500 resumed their on-track rivalry from last season. Martin rode an RZ350 here last year and commented that he could probably get around the tight track quicker on his RZ than on his new FZR. Martin and Allen had a good race from the start of D Production until Martin built up a slight advantage which he held until the end.

In the Formula Two event, Allen got a good start as did Yamaha-mounted Doug Carmichael, but Martin came around them both to win. Carmichael's two-stroke came across the finish line in second place with Allen finishing third.

Jeff Harder took the win in B Production on his Burk's Performance Cycle-sponsored Suzuki GSXR750. Finishing second was David Clyde on a 500 Hurricane, ahead of a host of 750s including several 1988 Suzuki GSXR750 Slingshots.

Clyde put in a full day of practice on Saturday to prepare for Sunday's Central Road Racing Club sprint races. His practice showed as Clyde rode several races and finished well

in every one except A Production during which he was run into by a rider that was trying to avoid another fallen rider. Clyde was unhurt, and came back to outride most everyone else.

Robert Taylor took first in A Production and Formula One riding Suzuki GSXRs. The A Production race had some close racing at the start between Sander Avent, Glenn Heintschel Jr., Matt Maschmann, Guillermo Villarreal and Taylor Villarreal took second behind Taylor, and Maschmann finished third ahead of Heintschel and Avent.

The rider and spectator turnout was quite large for the first road race of the year held in Texas. Several riders came up from Mexico to race. Among them was Javier Martinez riding a Suzuki GSXR750. This was Martinez's first time on the Oak Hill track and he led the early stages of the B Superbike race in which there were 30 entries. Martinez's front brakes began to fade, which helped Honda Interceptor-mounted Mike Dillon to take the overall win.

Results

50 S/MINI O/A: 1. John Kindhart (Yam); 2. Steve Plentl (Yam); 3. Terry Exum (Yam); 4. Vernon Davis (Yam); 5. Don Bradley (Yam).

50 S/MINI EX: 1. John Kindhart (Yam); 2. Steve Plentl (Yam); 3. Vernon Davis (Yam); 4. Kimberly Day (Yam).

50 S/MINI NOV: 1. Terry Exum (Yam); 2. Todd Richardson (Yam); 3. Don Bradley (Yam); 4. Pat Bowen (Yam); 5. Brad Kindhart (Yam).

MINI 50 PROD O/A: 1. William Symons (Yam); 2. Vernon Davis (Yam); 3. Don Bradley (Yam); 4. George Peckham (Yam); 5. Mike Whiteley (Yam).

MINI 50 PROD EX: 1. Vernon Davis (Yam); 2. George Peckham (Yam); 3. Frank Klementich (Yam); 4. John Kindhart (Yam).

MINI 50 PROD NOV: 1. William Symons (Yam); 2. Don Bradley (Yam); 3. Mike Whiteley (Yam); 4. Mike A. Carter (Yam); 5. Stephen Nace (Yam).

VINT O/A: 1. Ronald E. Davila (Hon); 2. Bobby Buce (Yam); 3. Scott Gordon (Kaw); 4. Jerry Hubbard; 5. James Gardner (Hon).

VINT EX: 1. Ronald E. Davila (Hon); 2. James Gardner (Hon).

VINT NOV: 1. Bobby Buce (Yam); 2. Scott Gordon (Kaw); 3. Jerry Hubbard; 4. Brad Mobley (Hon); 5. Rene Chatagnier (Tri).

CLBMN O/A: 1. Jeff Berglund (Hon); 2. Pike Statum (Yam); 3. Eddie Haldeman (Hon); 4. Stephen Goulet (Hon); 5. Bobby Buce (Yam).

CLBMN EX: 1. Jeff Berglund (Hon).

CLBMN NOV: 1. Pike Statum (Yam); 2. Eddie Haldeman (Hon); 3. Stephen Goulet (Hon); 4. Bobby Buce (Yam); 5. Buddy Stubbs (Hon).

BOTT EX: 1. Andre Vandenberg; 2. Raul R. Davila (Hon).

BOTT NOV: 1. Jerry Hubbard; 2. Rene Chatagnier (Tri); 3. Matthew Storm; 4. John Taylor (Kaw); 5. Lynn Horton (Kaw).

F-3 EX: 1. Eric Falt; 2. Raul R. Davila (Hon); 3. Ronald E. Davila (Hon).

F-3 NOV: 1. John Hodgkiss (Kaw); 2. Jerry Hubbard; 3. Chris Reagon (Kaw); 4. Clayton Knight (Hon); 5. Lynn Horton (Kaw).

F-2 O/A: 1. Michael Martin (Yam); 2. Doug Carmichael (Yam); 3. Rusty Allen (Kaw); 4. Eric Falt; 5. Steve Belt (Yam).

F-2 EX: 1. Michael Martin (Yam); 2. Doug Carmichael (Yam); 3. Rusty Allen (Kaw); 4. Eric Falt; 5. A. Aubrey Wright III (Yam).

F-2 NOV: 1. Steve Belt (Yam); 2. Timothy Royer (Yam); 3. Gregg Odell (Yam); 4. Whitney E. Fanning (Yam); 5. Dustin Hurst (Yam).

F-1 EX: 1. Robert W. Taylor (Suz); 2. David W. Clyde (Hon); 3. Steve Plentl (Yam); 4. Jeff Harder (Suz); 5. Wesley Winchester (Suz).

D S/BK EX: 1. Michael Martin (Yam); 2. Tracy LeBlanc (Yam); 3. Frank Klementich (Yam); 4. Doug Carmichael (Yam); 5. Jefdf Berglund (Hon).

D S/BK NOV: 1. Steve Belt (Yam); 2. Timothy Royer (Yam); 3. Whitney E. Fanning (Yam); 4. Gregg Odell (Yam); 5. Dustin Hurst (Yam).

C S/BK NOV: 1. Dean Jankowski (Hon); 2. John Jankowski (Hon); 3. James Deister (Hon); 4. Todd Jensen (Hon); 5. Stuart Bonds (Hon).

D S/BK EX: 1. David W. Clyde (Hon); 2. John A. Tauzin (Hon); 3. Wesley Winchester (Suz); 4. Ray Burgess Jr. (Hon); 5. Phillip Fisher (Yam).

B S/BK NOV: 1. Mike Dillon (Hon); 2. Javier Martinez (Suz); 3. John W. Ross Jr. (Suz); 4. Brad Nicholson (Yam); 5. James Deister (Hon).

B S/BK EX: 1. Jeff Harder (Suz); 2. David W. Clyde (Hon); 3. Matt Maschmann (Suz). 4. Greg D. Abbott (Suz); 5. Steve Plentl (Yam).

D PROD BOTT EX: 1. Michael Martin (Yam); 2. Rusty Allen (Kaw); 3. Eric Falt; 4. Andre Vandenberg; 5. Ronnie Lebleu (Yam).

D PROD BOTT NOV: 1. Whitney E. Fanning (Yam); 2. Robert Sternat (Yam); 3. Terry T. Nance (Yam); 4. Paul Masterson (Yam); 5. John B. Haver (Yam).

C PROD EX: 1. David W. Clyde (Hon); 2. John A. Tauzin (Hon); 3. Ray Burgess Jr. (Hon); 4. Phillip Fisher (Yam); 5. Rusty Dorn (Kaw).

C PROD NOV: 1. Dean Jankowski (Hon); 2. John Jankowski (Hon); 3. Daniel F. Ray (Hon); 4. James Deister (Hon); 5. Jack T. Bakes (Hon).

B PROD NOV: 1. Steve Davison (Kaw); 2. Javier Martinez (Suz); 3. Ken St. Pierre (Suz); 4. Richard A. Guy (Suz); 5. Richard Valdez (Suz).

B PROD EX: 1. David W. Clyde (Hon); 2. Matt Maschmann (Suz); 3. Wesley Winchester (Suz); 4. Gregg Waheed (Suz); 5. Sander Avant (Suz).

A PROD EX: 1. Robert W. Taylor (Suz); 2. Guillermo Villarreal (Suz); 3. Matt Maschmann (Suz); 4. Glenn Heintschel Jr. (Suz); 5. Sander Avant (Suz).

A PROD NOV: 1. Steve Davison (Kaw); 2. John B. Haver (Yam); 3. Keith Kizer (Suz); 4. Richard A. Guy (Suz); 5. Fred Provis (Hon).

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PHOTOS BY GARY CRIDER

Robert Patterson (14) leads eventual Open B class winner Kevin Austin at Muddy Creek MX, which was a Loretta Lynn's Qualifier event.

Winner Lance Brannon (45) gets edged out by Lewis Gonzales (137) and Eric Powell (27) in the 125cc C Stock start at Muddy Creek MX.

Behrens bombs 'em at Motorsports Park MX

By D. Hachmeister

BYRON, IL, MAR. 27

For the second week in a row, Bob Behrens was the rider to beat in the 125 and 250cc Expert classes at Motosports Park. Behrens charged to the front of the pack at the drop of the gate in each of the four motos, and despite challenges by Wisconsin's Bob Nebel, Behrens never relinquished the lead.

In the first 125cc A moto, Kevin Popeako chased Behrens early, while Nebel moved up from back in the pack. By lap three, Popeako and his Cagiva settled into the third spot while Nebel moved up on Behrens. Both Nebel and Behrens excelled on different parts of the race track, but Behrens was able to maintain the slight edge he needed to take the win. The second moto was a replay of the first with Popeako chasing Behrens early and Nebel, on his Honda, charging from behind. Behrens, Nebel and Popeako took the top three spots overall followed by 125cc A newcomer Dan Albright and the Suzuki of Leon Lewis.

Both 250cc A motos had Behrens and Nebel pull away from the pack early, with Behrens winning both motos. The race for third was between Wisconsin's Wayne Welzien and Iowa's Rick Munson, with Munson coming out on top in the first moto but Welzien finished third in the final moto for third overall.

Bob Nebels chance for revenge came when the Open class came to the line. Nebel got off to an early lead in the first moto over fellow Wisconsin rider Marc Beyer. While Nebel and Beyer diced for the lead, Kevin Popeako, on a Yamaha, Jeff Lois, on a Honda, and Terry Hahn, on a Kawasaki, filled out the top five spots. By the end of the moto, Tim Bares moved his Kawasaki up to take the fifth spot from Terry Hahn. Nebels' Honda led the pack again at the start of the second moto and cruised to an overall victory. Beyer and Bares diced for second, followed by Lois and Popeako. A late moto mishap dropped Beyer to fourth, leaving the second spot to Bares and third to Lois. Overall, Nebel claimed the victory. Beyer retained second. Third went to Tim Barnes, followed by Jeff Lois and Kevin Popeako.

Results

MINI JR: 1. Troy Wright (Kaw); 2. Ben Yarnell (Kaw); 3. Pete Zerial (Suz); 4. Tim Palka (Yam); 5. Todd Mayer (Suz).

MINI SR: 1. Jeff Faley (Hon); 2. Eron Ezerins (Kaw); 3. Mike Zont (Kaw); 4. Chuck Whitesell (Kaw); 5. Russ Lecompte (Kaw).

125 A: 1. Bob Behrens (Kaw); 2. Bob Nebel (Hon); 3. Kevin Popeako (Cag); 4. Dan Albright (Kaw); 5. Leon Lewis (Suz).

125 B: 1. Eran Salzman (Suz); 2. Mike DeFrancisco (Hon); 3. Shawn Miller (Kaw); 4. Greg Schnieder (Kaw); 5. Ryan Miller (Suz).

125 C: 1. Eric Milestone (Kaw); 2. Don Harms (Kaw); 3. Jon Becker (Yam); 4. Mike Kline (Kaw); 5. Mike Rogers (Yam).

OPEN: 1. Bob Nebel (Hon); 2. Marc Beyer (Hon); 3. Tim Bares (Kaw); 4. Jeff Lois (Hon); 5. Kevin Popeako (Yam).

SR MEN: 1. Wayne Welzien (Kaw); 2. Ron Downen (Kaw); 3. Todd White (Hon); 4. Rick Munsun (Suz); 5. Geoff Mellinger (Cag).

250 A: 1. Bob Behrens (Kaw); 2. Bob Nebel (Hon); 3. Wayne Welzien (Kaw); 4. Rick Munsun (Suz); 5. Mark Wright (Kaw).

250 B: 1. Brian Cook (Yam); 2. Randy Drexler (Suz); 3. Matt Sheldon (Yam); 4. Jeff Recker (Kaw); 5. Richard Poplawski (Suz).

250 C: 1. Roy Naferger (Suz); 2. Vance Barton (Kaw); 3. Mike Kline (Kaw); 4. Dan Mettetal (Hon); 5. Terry Wolfering (Kaw).

VINT: 1. Terry Hahn (Yam); 2. Ray Nafeger (Suz); 3. Gary Fenill (Kaw); 4. James Winnemuller (Yam); 5. Roger Dickeens (Yam).

S/SR: 1. Loren Cook (Hon); 2. Andy Cain (Kaw); 3. Dave Harvey (Yam); 4. Don Hachmeister (Kaw); 5. Marv Wiemken (Kaw).

Bradshaw, Chester blast Muddy Creek MX

By Gary Crider

BLOUNTVILLE, TN, MAR. 26-27

Riders from nine states were on hand at Muddy Creek MX for the first of seven AMA Southeastern Area Loretta Lynn's Qualifiers. Yamaha's Damon Bradshaw romped to wins in the 125 and 250cc A Stock divisions, while 125 and 250cc A Modified honors went to Suzuki pilot Jim Chester. Team Green's Stevie Childress was second in all four above classes. Kevin Austin narrowly edged Robert Patterson in the Open B thriller.

The Austin/Patterson Open B fight went down to the wire both days. Austin holeshot Saturday's moto aboard his Tom Miller-tuned, Pro-Circuit/O'Neal-backed Honda but found Patterson's Honda pushing him after a few turns. On the third lap of the eight-lap, 15-minute moto, Patterson slipped past and it was Austin's turn to eat dirt as the pair continued their high-speed tandem.

"On the last lap, at the bottom of the big hill before the finish line, Patterson bobbled," said Austin, "so I held it wide open through the mud on the outside and went by."

Austin holeshot Sunday's moto with Patterson in tow. Lap two saw Patterson take the lead. Their big Hondas were frequently side-by-side through the turns but Patterson clung to his advantage. On the last lap, Austin made his move. Said Austin, "I got a good drive on him through the gully after the white flag and went by on the inside." Austin held in a close finish to net a perfect score over Patterson. Senior (30+) winner Michael Taylor posted 4-5 for third overall.

Life's-A-Beach/Bell/Fox/Barr-backed Bradshaw won all four motos in 125 and 250cc A Stock action but his perfect record was threatened in the final 250 round when he stalled his engine and saw Childress go by. Bradshaw gave chase and regained the lead when Childress was slowed by landing in soft dirt over a jump. Childress held for second overall.

Chester won all but one moto in 125 and 250cc A Modified racing aboard his Bare Brothers/Gear/Scott-sponsored Suzukis.

"I was using an experimental pipe in the first 125 moto," said Chester, "and it wasn't working right."

Chester switched pipes for moto two and posted 3-1 to edge Childress and Kenny Kizzar in a three-way tie for 125cc A Modified honors.

Defending Open A National Champion Robbie Taylor easily won the First Open A moto but was held to second overall after a hard spill in moto two. Yamaha/Kawasaki of Johnson City-backed Gerald Greene took over to win with a 2-1 tally. Greene returned to claim Plus-25 class honors.

A cold front moved through the area during Saturday's later motos, bringing sustained winds with gusts up to 70 miles per hour. The first 125cc C Stock moto probably suffered the most wind.

"The jumps were real scary," said moto winner Lance Brannon. "The wind would lift the front wheel too high or blow the bike sideways through the air."

Brannon held on through the weekend for convincing wins in both the 125cc C Stock and Modified divisions.

The wind hampered Brannon's 250cc C efforts in a different way after his bike was blown off its stand in the pits, smashing the kill-button. Brannon won two of the four 250cc C Stock and Modified motos but intermittent kill-button shorts held him to fifth overall in both classes. Billy Adkins posted 1-2 for the Stock win while James Wilkerson's 2-1 earned the Modified honors.

Mike Brown looked unbeatable in 125 and 250cc B Modified action as he sped to perfect scores over Todd Downs and Dwain Miller. The 125 and 250cc B Stock division honors belonged to Jeff Shuler.

Dabney Bowen and Scott Runyan traded blows in the 85cc 14-15 Stock and Modified racing and came away with a class win each. Ohio-resident Barry Gardner notched runaway wins each time out in the 85cc 9-13 and 12-13 divisions.

Results

50 AUTO: 1. Jeremy Campbell (Yam); 2. Josh Scott (Yam).

65: 1. Jimmy Briggs (Kaw); 2. Brent Lough (Kaw); 3. Scott Graves (Kaw); 4. Rodney Stephens (Kaw); 5. Patrick Brown Jr. (Kaw).

85 7-11: 1. Zac Bradshaw (Yam); 2. Brent Lough (Suz); 3. Jordon Moneymaker (Suz); 4. Scotty Graves (Kaw); 5. Johnny Yoakum (Kaw).

85 9-13 (MOD): 1. Barry Gardner (Kaw); 2. Jordon Moneymaker (Suz); 3. Rodney Stephens (Kaw); 4. Kevin Brown (Yam).

85 12-13: 1. Barry Gardner (Kaw); 2. Donnie Decker (Kaw); 3. Joey Davenport (Yam); 4. Kevin Smith (Kaw).

85 14-15 (STK): 1. Dabney Bowen (Kaw); 2. Scott Runyan (Kaw); 3. David Dickerson (Yam); 4. Brandon Smith (Kaw); 5. Marcus Cannon (Kaw).

85 14-15 (MOD): 1. Scott Runyan (Kaw); 2. Dabney Bowen (Kaw); 3. David Dickerson (Yam); 4. Marcus Cannon (Kaw); 5. Ryan McCann (Hon).

125 YTH: 1. Chad Powers (Cag); 2. Eddie Addair (Yam); 3. Shane Jenkins (Cag).

125 C (STK): 1. Lance Brannon (Hon); 2. Jason Grogan (Hon); 3. Mitch McCarter (Hon); 4. Billy Mayo (Yam); 5. Steven Burdett (Kaw).

125 C (MOD): 1. Lance Brannon (Hon); 2. Marty Dykes (Yam); 3. Chad Pitt (Hon); 4. Chris Kites (Yam); 5. Mitch McCarter (Hon).

250 C (STK): 1. Billy Adkins (Hon); 2. Tim Laskis (Hon); 3. Gary Brown (Yam); 4. James Wilkerson (Hon); 5. Lance Brannon (Hon).

250 C (MOD): 1. James Wilkerson (Hon); 2. Robby Shields (Kaw); 3. Richard Powers (Kaw); 4. Jay Cutshall (Cag); 5. Lance Brannon (Hon).

125 B (STK): 1. Jeff Shuler (Kaw); 2. Mike Padgett (Yam); 3. Todd Downs (Yam); 4. Tommy Bilz (Hon); 5. Jamie Hacking (Kaw).

125 B (MOD): 1. Mike Brown (Kaw); 2. Todd Downs (Yam); 3. Jamie Hacking (Kaw); 4. Ray Boruff (Suz); 5. Mike Padgett (Yam).

250 B (STK): 1. Jeff Shuler (Kaw); 2. Jeff Dodgen (Yam); 3. Dwain Miller (Kaw); 4. Chad Lough (Suz); 5. Johnny Shields (Hon).

250 B (MOD): 1. Mike Brown (Kaw); 2. Dwain Miller (Kaw); 3. Chad Lough (Suz); 4. JOhnny Shields (Hon); 5. Jimmy Leach (Kaw).

OPEN B: 1. Kevin Austin (Hon); 2. Robert Patterson (Hon); 3. Michael Taylor (KTM); 4. Jeff Lyons (Kaw); 5. Robbie Campbell (Hon).

+25: 1. Gerald Greene (Yam); 2. Jeff Dodgen

(Yam); 3. Tim Jennings (Kaw); 4. Daniel Bell (Suz); 5. Randy Wolfe (Yam).
SR (30+): 1. Mike Taylor (KTM); 2. Kenny Hall (Hon); 3. Tommy Hayes (Hon); 4. Randy Wolfe (Yam); 5. Wayne Nix (Kaw).
SPR SR (40+): 1. David Albert Sr. (Cag); 2. Martin Wilker (Kaw).
125 A (STK): 1. Damon Bradshaw (Yam); 2. Stevie Childress (Kaw); 3. Darren Wilson (Yam).
125 A (MOD): 1. Jim Chester (Suz); 2. Stevie Childress (Kaw); 3. Kenny Kizzar (Yam); 4. Darren Wilson (Yam).
250 A (STK): 1. Damon Bradshaw (Yam); 2. Stevie Childress (Kaw); 3. Todd Baisden (Hon); 4. Kirk Johnson (Yam).
250 AS (MOD): 1. Jim Chester (Suz); 2. Stevie Childress (Kaw); 3. Robbie Taylor (Yam); 4. Kenny Kizzar (Yam); 5. Darren Wilson (Yam).
OPEN A: 1. Gerald Greene (Kaw); 2. Robbie Taylor (Yam); 3. Billy Mayo (Hon).
N/CURRENT (PRE-'86 BIKE): 1. Randy Wolfe (Yam); 2. Allen Buchanan (Hon); 3. Deck Miller (Cag); 4. Gene Pierson (Yam); 5. Chris Booker (Hon).
ENDR: 1. Chris Shortbridge (Kaw); 2. Joe Williams (Yam); 3. David Albert Sr. (Cag); 4. Douglas Seal (Hon); 5. Johnny Rasar (Kaw).

McSwain motors to Devil's Ridge HS win

By Ted Baxter

SANFORD, NC, MAR. 4

The 1988 North Carolina Hare Scrambles Series got underway at Devil's Ridge and Steve McSwain picked up where he left off in '87 by winning the opening round over some stiff competition.

A new five-mile course had been cut with tight woods sections connecting the old and new motocross tracks. McSwain fired his 500cc Barr's Competition Honda off the line in the fourth wave and was pressured early by Steven Arther. Arther, the Virginia Cross Country Series runner-up, kept McSwain in sight as they worked through traffic, but McSwain's dominance of the motocross sections allowed him to pull away from the Husky mounted rider. McSwain's win opened the door for Farrell Smith to take the 500cc class as Arther was forced to retire early.

The 500cc class was a tight affair that put Nicky "Beet" Baker into second overall. Burn Hamrick took the early lead and held it for the first hour, but Baker pressed hard and stayed within striking distance. Baker reeled in the Honda rider and made it stick as he brought his Can-Am in for the win.

The 125cc class featured Gary Leonard coming from behind to overtake Greg Erwin. Early leader Steve Center fell back with a sheared countershaft sprocket and Daniel Erwin slid into third.

David Ashley dominated the 200cc class on his Kawasaki KDX and Chris Walton got the nod in the Four-Stroke division on a Honda.

Steve McSwain Sr. captured the Senior class over National hare scramble rider Harry Greenlee and Chris Jenkins won the newly formed Trial Rider class.

Results

O/A: 1. Steve McSwain (Hon); 2. Nicky Baker (C-A).
125: 1. Gary Leonard (Suz); 2. Greg Erwin (Hon); 3. Daniel Erwin (Hon).
250: 1. Nicky Baker (C-A); 2. Duren Hamrick (Hon); 3. Donny Graham (Kaw).
200: 1. David Ashley (Kaw); 2. Robert McCartney (Yam); 3. Bill Sherrill (Kaw).
500: 1. Farrell Smith (Hus); 2. Greg Bunn (C-A); 3. Scott Rayner.
4-STRK: 1. Chris Walton (Hon); 2. David Dunbar (Hon); 3. Mark Mann (Hon).
SR: 1. Steve McSwain Sr. (Hon); 2. Harry Greenlee (Kaw); 3. Darrell Hilliard (Hon).
TR: 1. Chris Jenkins (C-A); 2. Bob Hopeman (Hon); 3. John Carswell (Kaw).

Cope takes win at Lakewood MX

By Larry Johnson

LAKEWOOD, CO, MAR. 20

Kawasaki-mounted Corey Cope used consistency to claim the overall victory in the 250cc Pro class at Lakewood Cycle Park. Cope defeated regulars Dave Newell and Kip Sandell.

Four turns into the first moto, Cope put his Four Seasons Cycle

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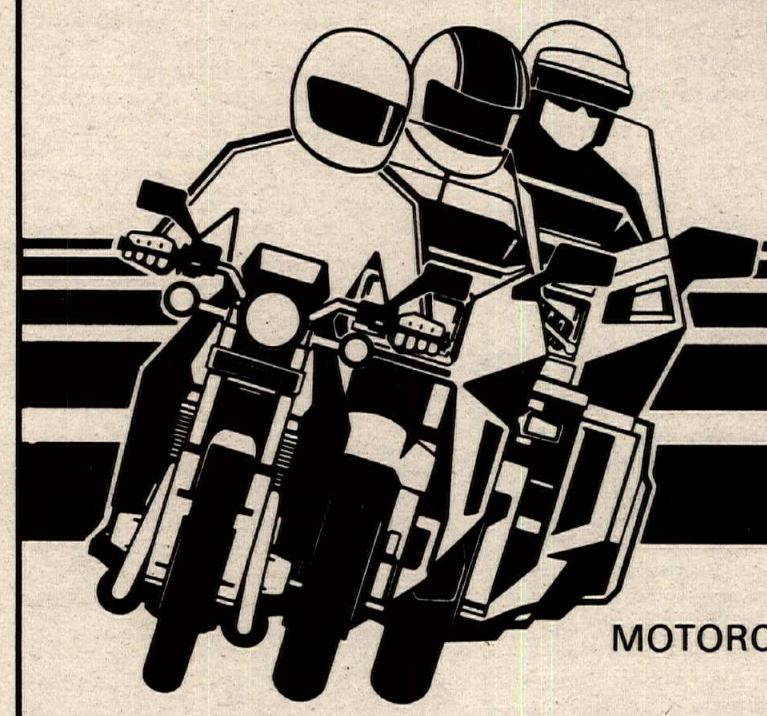

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PHOTO BY JIM ROBLE

Mark Stahlman topped the 125cc Expert class and finished second in the 250cc outing at Fingerlakes State Park MX in Columbia, Missouri.

Center-sponsored KX250 into the lead and instantly began pulling away from Derek Brown and Sandell. By midmoto, Cope appeared on his way to an easy victory, but he crashed near the finish line section. Brown took over the lead with Cope regrouping in second. Cope used the lapped traffic to his advantage to regain the lead. Once back in front, Cope left Brown and easily won. Trailing Brown were Sandell, Jim Mitchell and Newell.

Newell catapulted his Kawasaki into the first turn ahead of Cope at the start of the second moto. Newell held off Cope and Stacey Cook, who crashed in turn one of the first moto, for four laps. Then Cope motored past Newell, eventually regrouping and capturing the lead for good. Cope held off Cook for second.

Cook and Keith Campbell swapped leads during lap one of the first 125cc Pro moto. Cook took over after that, but Sandell was his next challenger. Sandell passed Cook and led for three circuits before Cook regained the lead and kept it this time. Tim Buchli spent the whole moto trying to get around Campbell and Jared Ramsour, which he finally did on the last lap, finishing third behind Sandell.

Cook timed the gate wrong in round two, and could not free himself until the pack was already in turn one. Campbell nailed the holeshot ahead of Wayne Balliett. This twosome went fender-to-fender for five laps, while Cook was picking off 30-plus positions to reach fifth. At midmoto, Buchli had taken the lead, and shortly after Cook was in second. The race finished in that order, with Cook's efforts earning him and his Fay Myer's-sponsored Honda first overall.

Results

60 NOV: 1. Cory Pearman (Kaw).
80 NOV: 1. Shawn Secrest (Kaw); 2. K.C. Cook (Kaw); 3. Brad Steinmiller (Kaw).
80 AM: 1. Tobey Hammond (Kaw); 2. Alex Neir (Kaw); 3. Dustin Monger (Kaw).
80 EX: 1. Andy Atkins (Kaw); 2. Jeremy Middaugh (Kaw).
125 NOV: 1. Matt Sweney (Hon); 2. John Murray (Kaw); 3. Mark Bennett (Kaw).
125 AM: 1. Andy Atkins (kaw); 2. Jeff Dressel (Hon); 3. Troy Lessar (Hon).
125 PRO: 1. Stacey Cook (Hon); 2. Tim Buchli (Yam); 3. Kip Sandell (Yam).
250 NOV: 1. Brad Barlish (Yam); 2. Mike Bare (Hon); 3. Ken Swets (Suz).
250 AM: 1. Mike Halek (Hon); 2. David Beavers (Hon); 3. Dave Wolf (Yam).
250 PRO: 1. Corey Cope (Kaw); 2. Dave Newell (Kaw); 3. Kip Sandell (Yam).
OPEN NOV: 1. Blaine Schubarth (Hon); 2. Frank Rogers (Yam); 3. Mark Mastin (Kaw).
OPEN PRO: 1. Dave Newell (Kaw); 2. Brad Bolton (Yam); 3. Jim Eckert (Hon).
VET NOV: 1. James Verner (Kaw); 2. Lindsay Pierson (Kaw); 3. Greg Webb (KTM).
VET AM: 1. Phil Antonuk (Kaw); 2. Malcolm Yawn (Yam); 3. Randy Artman (Yam).
VET EX: 1. Shawn Smith (Hon); 2. Kirk Medina (Hon); 3. Bruce Field (Hon).
SR NOV: 1. Brad Melton (Kaw); 2. Roger Howe (Hon); 3. Jim Fulcher (Yam).
SR AM: 1. Jim Roberts (Hon); 2. George Chapman (Hon).
SR EX: 1. Dave Wollaston (ATK); 2. Vic Barlish (Yam); 3. Ed Perriton (Hon).
WMN: 1. Tracy Fryudendall (Yam).

Finger Lakes MX to Stahlmans

By Jim Roble

COLUMBIA, MO, MAR. 27

Mike Stahlman put his Florida training to use, as he won three out of four Expert motos at Finger Lakes State Park on his J&W Yamahas. Brother Mark Stahlman took both motos of the 125cc Intermediate class on his J&W Kawasaki, while Greg Stahlman took second in the 250cc Intermediate on another Kawasaki.

The Motocross Parents Motocross Club combined efforts with Missouri State Parks personnel to prepare an excellent track, one of the few motocross tracks in the United States that is located on state-owned property. MXP's reputation for well-run events drew a record 267 riders to their first event of the year, including over 40 riders in both the Senior and Over-30 and the 125cc Novice classes, nearly filling the starting gate. Parks Service personnel worked over the winter to remove areas of the track that had drainage problems, as well as removing double jumps in favor of tabletops to create safer riding conditions.

Mark Stahlman took his J&W Yamaha adorned with pink fork boots and seat cover to an immediate lead in the first 125cc Expert moto, pulling to an eight-second lead in the first lap, while Bart Shiflett and Steve Forkner dueled over second on their Suzukis. Billy Fosnock, on another Suzuki, started out in last place on the first lap but was moving up quickly with his take-no-prisoners wild riding style, passing riders through the tough whoop sections by taking lines no one else knew existed, and maintaining speed with his 125 by keeping the throttle pegged. Fosnock moved into fourth place on lap three, coming over the new grandstand tabletop jump totally sideways, maintaining contact with his bike with only his right hand. Fosnock continued to move on the leaders on lap four, when he disappeared from the race. Stahlman rode smoothly to an easy first-place finish, while Jeff Shumacher, riding a Yamaha, displaced Forkner for third place.

Moto two again saw Stahlman take the holeshot, with Shiflett close behind. This time, however, Fosnock got a much better start and was pushing Shiflett for second. Fornock passed Shiflett over the dam, but Shiflett didn't back off at all, and the two riders fought over second place for the remainder of the race, often riding side-by-side inches apart, Fosnock squaring off the corners as Shiflett slid around them. Their battle moved them to within three seconds of Stahlman as the white flag came out, but Stahlman, aware of the battle behind him, increased his lead to six seconds on the last lap, as Fosnock finished second and Shiflett third, with Shiflett taking second overall for the day.

Results

50 JR AUTO: 1. Brook Thorpe (Suz); 2. Dustin Brewer (Yam); 3. Mike Rains (Yam).
60 MINI: 1. Robbie Skaggs (Kaw); 2. Brian Stone (Kaw); 3. Tim Staponski (Yam).
80 BEG: 1. Tommy Schesser (Kaw); 2. Jim Beatty (Kaw); 3. Mike Sutton (Yam); 4. Clayton Kossuth (Yam).
80 INT: 1. Robbie Skaggs (Kaw); 2. Kirt Stevens (Yam); 3. Kyle Jolley (Kaw); 4. David Opfer (Hon); 5. Jason Shelley (Hon).
80 EX: 1. Marty Vaughn (Hon); 2. Corey Nelson (Kaw); 3. Doug Stone (Kaw); 4. Mack Vanderbeek (Kaw); 5. Chase Greening (Kaw).
MINI OPEN: 1. Doug Stone (Kaw); 2. Corey Nelson (Kaw); 3. Mack Vanderbeek (Kaw); 4. Chase Greening (Kaw); 5. Scott Raithel (Kaw).
M/C BEG: 1. Lynn Campbell (Kaw); 2. Bradley Brittan (Hon); 3. Robbie George (Kaw); 4. Doug Jones (Kaw); 5. Ron Jackson (Kaw).
SR OVER 300: 1. Phil Hess (Hon); 2. Dennis Pollard (Suz); 3. Kevin Poole (Suz); 4. Mike Burke (Kaw); 5. Matt Sauerwein (Hon).
ENDR: 1. Steve Leivan (Kaw); 2. Tom Hatten (Hon).
125 NOV: 1. Kenny Howard (Kaw); 2. Tom Crimmins (Kaw); 3. Roger Mackay (Hon); 4. Josh Keller (Kaw); 5. Kevin Kolka (Kaw).
125 INT: 1. Mark Stahlman (Kaw); 2. Jason Young (Kaw); 3. Jon Garner (Kaw); 4. Tommy Whitney (Hon); 5. Brian Shrout (Suz).
250 NOV: 1. John McMillen (Suz); 2. Don Froehlich (Kaw); 3. Gene Swain (Kaw); 4. Rick Patton (Yam); 5. Ken Matway (Hon).
250 INT: 1. Jason Young (Kaw); 2. Greg Stahlman (Kaw); 3. Jon Garner (Kaw); 4. Dexter Humbard (Yam); 5. Phil Hess (Hon).
500 INT: 1. Wayne Brooks (Kaw); 2. Don Froehlich (Kaw); 3. Joe Garza (Hon); 4. Matt Sauerwein (Hon); 5. Ken Matway (Hon).
125 EX: 1. Mark Stahlman (Yam); 2. Bart Shiflett (Suz); 3. Travis Kobush (Hon); 4. Jeff Shumacher (Yam); 5. Bill Fosnock (Suz).
250/500 EX: 1. Bart Shiflett (Suz); 2. Mike Stahlman (Yam); 3. Bill Fosnock (Suz); 4. Mark Greenley (Yam); 5. Jeff Schumacher (Yam).

Anderson glides to Oklahoma Trials win

By Rich Allman

SAND SPRINGS, OK, MAR. 20

Swedish National Champion Jonny Anderson, riding a prototype Honda RTL250 rumored to cost about $10,000, dropped a paltry four points to finish well ahead of the pack in the Master's class at the Northeastern Oklahoma Trials Team's March event, round three in the State Championship Series.

Anderson dabbed only once, in a very tight section, to defeat runner-up Rod Toole, who finished with 35 points, and Loy Burnett, who dropped 38 points.

The loop was rather short with an emphasis on various terrains and a lessened degree of difficulty. Traction was surprisingly good, considering the area was covered with a half-inch of snow only three days before the event. The loop was made up of creek bottoms, rock steps, steep ravines and log sections.

Gabe Mizell collected 18 points to take top honors in the Expert class aboard a Montessa. He defeated second place Alan Paschel and Ron Lee, who took third. Steve Fujan, who was sidelined four months with an ankle injury, was back in action but finished out of the top three.

Results

MSTR: 1. Jonny Anderson (Hon); 2. Rod Toole; 3. Loy Burnett.
EX: 1. Gabe Mizell (Mon); 2. Alan Paschel; 3. Ron Lee.
INT: 1. Andre Laporte; 2. Billy Traynor; 3. Dewy Harper.
AM: 1. Aaron Cox; 2. Tommy Moore; 3. Mike Peters.
NOV: 1. Todd Johnson; 2. Francis Boudreaux; 3. Paul Bolen.
ROOK: 1. Matt Moore; 2. Donald Broughton; 3. Paul Bolen.

Musgrave manhandles Perris MX

By David Procida

PERRIS, CA, MAR. 19

Willy Musgrave pulled off another win aboard his Tri-City Honda CR250 today at Perris Raceway but it wasn't an easy win.

Grayson Hart put his Hillsboro Honda/Malcolm Smith-sponsored machine out in front in moto one with Dirt Bike's Ed Arnet a close second. Musgrave was running in third, attempting to hold off Yamaha-mounted Greg Zitterkopf. Hart and Kawasaki-mounted Arnet were charging hard and pulled out a few bike lengths lead on the Musgrave/Zitterkopf dice. Ulf Johansson moved into fifth and was right behind Musgrave as Zitterkopf had found an outside line around the Honda pilot. Zitterkopf closed on Arnet and within the next lap had forced his way into second. Two laps later the Yamaha rider was still behind Hart and on the following lap Zitterkopf took the lead with Arnet and Musgrave in tow. Hart showed fresh traces of a soil sample after Zitterkopf had stuffed him at the far end of the track and left him to pick up his bike. As the moto came to an end the pecking order was Zitterkopf, Arnet and Musgrave taking the top three positions.

Moto two started with Arnet snagging the holeshot with Mike McLean second aboard an ATK 250 rounding the sweeper heading for the first turn. Behind Arnet things began to happen quickly as Musgrave shot by McLean into second, with Zitterkopf now sandwiching the ATK. The top five places stayed bunched up as Johansson was not letting the leaders get away and stayed with the first four riders. At the point position Arnet and Musgrave were pulling away from the pack with Musgrave making pass attempts in every corner. Zitterkopf had dropped off the pace and was being hounded by McLean. It took almost the entire moto, but a couple of laps from the finish Musgrave made his move into the lead and overall win, as Arnet took runner-up honors. McLean captured third via a 5-3 score when Zitterkopf DNF moto two.

In the 125cc Pro class Suzuki/Malcolm Smith-sponsored Ty Davis took the holeshot in moto one and ran with the ball for two laps until he had to make a quick pit stop to make a mechanical adjustment and handed the lead to Yamaha-mounted Joe Waddington. Waddington was on the gas with Suzuki-mounted Mike Kurzeja and Gene Elzenberger close behind. Davis reentered the race just in front of Waddington and immediately was on the gas. The moto came to a close with Waddington taking the win in front of Kurzeja and Elzenberger. Davis had closed to within a half-dozen bike lengths of Elzenberger for fourth.

Davis was ready and waiting for the drop of the gate in the second moto and immediately shot out into a lead that was to go unchallenged the entire moto. Waddington held off

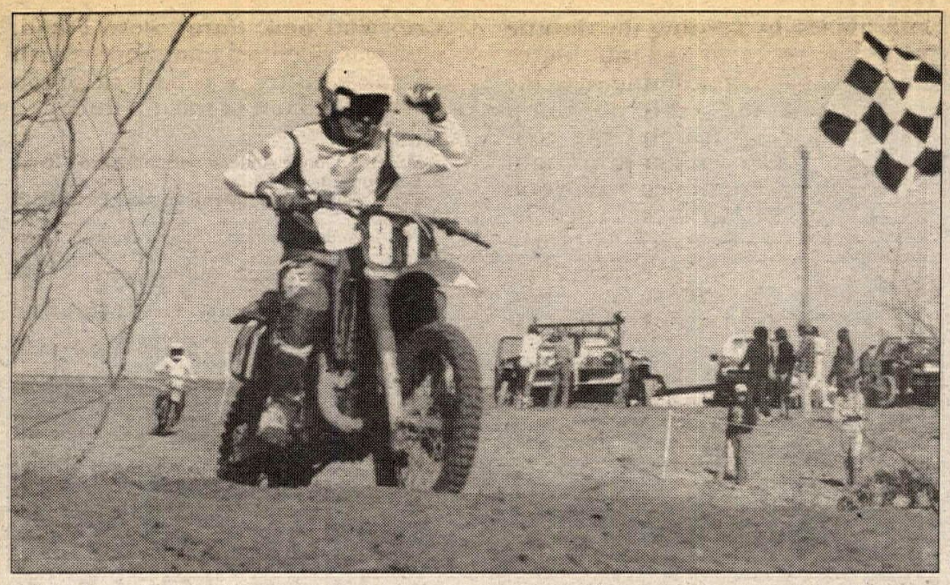

PHOTO BY JIM ROBLE

Paul Willis raises his fist in victory by winning both 125cc C motos for the overall victory at White Oaks MX in Otterville, Illinois.

Kurzeja for the overall win via a 1-2 score, beating out Davis' 4-1 with Kureja rounding out the top three places.

Results

MINI NOV: 1. Kerry Vantienen (Kaw); 2. Danny Seyler (Kaw).
VET NOV: 1. Michael Gibson (Hon); 2. Wayne Cummings (Hon); 3. Jim Stentz (Yam).
VET INT: 1. Mark Howard (Hon); 2. Alan Kent (Hon); 3. John Chambers (Kaw).
VET EX: 1. Alan Olson (Kaw); 2. Kenny Jones (Hon); 3. George Kohler (ATK).
OT EX: 1. Bengt Johansson (Hon); 2. Jody Weisel (Yam); 3. Marvin Olsen (Kaw).
OTHG EX: 1. Mark Anderson (Hon); 2. Robert Fortier (Hon); 3. Rip Off Robin (Hon).
OTHG INT: 1. Dial-A-Dave (Yam); 2. Mercedez Mike (Hon); 3. Coroded Carlos (Hon).
OTHG NOV: 1. Rodney Jones (Hon); 2. Flat Fred (Hon); 3. Cupcake Curt.
OTHG AM: 1. Panic Paul (Hon); 2. Restless Randy (Hon); 3. Francis McGee (Hon).
125 BEG: 1. Charlie Martin (Yam); 2. Chad Camping (Hon); 3. Daryl Kageyama (Hon).
250 BEG: 1. Rich Mihalic (Yam); 2. Joe Acuna (Hon); 3. Dave Cochran (Hon).
OPEN BEG: 1. Chris Alamangos (Suz).
125 NOV: 1. Mark McClellan (Hon); 2. Jon Phinney (Suz); 3. Robert Morgan (Suz).
250 NOV: 1. Jason Marcus (Kaw); 2. Dwayne Prickett (Hon); 3. Jeff Young (Hon).
OPEN NOV: 1. Mike Dougherty (ATK); 2. Lance McRoberts (Hon); 3. Brian Dodd (Hon).
125 INT: 1. Brian Calhoun (Kaw); 2. Jim Fine (Hon); 3. Jeff del Villar (Hon).
250 INT: 1. Perris J. Perez (Hon); 2. Pat Womack (Hon); 3. Ron Mowry (Kaw).
OPEN INT: 1. Brian Davy (Kaw); 2. Harry Leitner (ATK).
250 PRO: 1. Willy Musgrave (Hon); 2. Ed Arnet (Kaw); 3. Mike McLean (ATK).
125 PRO: 1. Joe Waddington (Yam); 2. Ty Davis (Suz); 3. Mike Kureja (Suz).

Schmelyun, Kindress tops at Trail-Way MX

By Jeff Crites

HANOVER, PA, MAR. 28

Tim Schmelyun won the Open Expert and 25-Plus Supercross features, while David Kindress won the Open Amateur and Senior Expert classes at Trail-Way Speedway.

Schmelyun rode his Yamaha to the lead at the drop of the starting gate and was closely followed by Robert Huston. Huston was able to close on the rear tire of Schmelyun, but Schmelyun was able to hold the lead throughout the entire eight-mile Supercross finale. Third went to Kenneth Brown on a Honda. Pierson Reasner rode a Kawasaki to a fourth place finish with the Kawasaki of James Wilson rounding out the top five.

In the 25-Plus class, Schmelyun was the class of the field. He got the holeshot and rode away from the competition. Kenneth Brown rode his Honda to a distant second place finish. Third went to Donald Lingle, on a KTM. Rounding out the top five was Jeffrey Miller on a Honda and Douglas Marriott on a Kawasaki.

Kindress used a Yamaha to out distance the field in the Open Amateur class. The battle for second in the six-mile final went to Jerry Thompson over the Yamaha of Gregory Taughinbaugh. Adam Polikoff rode a Honda to fourth place while Jimmy Getson on a Honda rounded out the top five.

Kindress rode his Yamaha to out distance the Honda of William Zinnerman in the Senior 30 Year Expert Supercross feature.

Results

125 A: 1. Kurtis Barron (Yam); 2. Ted Orr (Yam); 3. Rodney Yentzer (Yam); 4. Jamie Zeigler (Hon); 5. Britton Miller (Hon).
OPEN A: 1. Tim Schmelyun (Yam); 2. Robert Huston (KTM); 3. Kenneth Brown (Hon); 4. Pierson Reasner (Kaw); 5. James Wilson (Kaw).
250 B: 1. Michael Richards (Kaw); 2. Charles Emswiler (Yam); 3. Joseph Miller (Kaw); 4. Nathan Swartz (Suz); 5. William Nazelrod (Hon).
125 C: 1. Donald Andrews (Kaw); 2. Eric Miller (Kaw); 3. Bobby Trimmer, Jr. (Yam); 4. Jay Jacobs; 5. Steve Kreider (Hon).
25 PLUS: 1. Tim Schmelyun (Yam); 2. Kenneth Brown (Hon); 3. Donald Lingle (KTM); 4. Jeffrey Miller (Hon); 5. Douglas Marriott (Kaw).
S/SR: 1. Art Roper (Yam); 2. Robert Earley (Hon); 3. David Warnick (Yam).
250 A: 1. Robert Huston (KTM); 2. Ted Orr (Yam); 3. Tim Bemisderfer (Yam); 4. Kenneth Messerman (Suz); 5. Michael Crocker (Hon).
125 B: 1. Leonard Popa, Jr. (Kaw); 2. Matt Deardorff (Kaw); 3. Michael Richards (Kaw); 4. David Seiders (Yam); 5. Steve Linsenbach.
OPEN B: 1. David Kindress (Yam); 2. Jerry Thompson (Hon); 3. Gregory Taughinbaugh (Yam); 4. Adam Polikoff (Hon); 5. Jimmy Getson (Hon).
250 C: 1. Thomas DuPont (Kaw); 2. Stephen Weber (Kaw); 3. John Frye (Suz); 4. Mike Sornberger (KTM); 5. Jeffrey Strayer (KTM).
SR B: 1. Matt Polikoff (Hon); 2. Lou Sitaras (Hon); 3. Dougals Harriott (Kaw); 4. Ernest Crabble, III (Kaw); 5. Edmund Bernat (Kaw).
SR A: 1. David Kindress (Yam); 2. William Zinnerman (Hon).
WDSMN: 1. Ed Halstead (Hon); 2. Michael Wetzel (Yam); 3. Rivers Grove (Yam); 4. Toni Cloppadle (Hon).
80 14-15: 1. Jeffrey Yentzer (Yam); 2. Robert Stravinsky (Suz); 3. Dwayne Shirk (Kaw); 4. Nick Fogle (Yam).
80 7-11: 1. Robert Hummer, III (Hon); 2. Kevin Trimmer (Yam).
65 MINI: 1. Jason Hooper (Hon); 2. Johnny Jablonsk (Hon); 3. Devin Trexler (Kaw); 4. Willie Zimmerman (Kaw).
80 12-13: 1. Rodney Hetherington (Kaw); 2. Jan Williams (Kaw); 3. Pierron Reasner (Kaw); 4. San Norman (Suz).
55 MINI: 1. David Mizenko (Yam).

Willis dominates White Oaks MX

By Jim Roble

OTTERVILLE, IL, MAR. 20

The inaugural event at White Oaks Raceway marked the return of motocross to the St. Louis area for the first time in over three years. Track owners Marvin Utterback and Dale Russell welcomed over 100 riders and 600 spectators to their all-natural terrain track.

Paul Willis was a dominant force in the 125cc class, winning both motos on his Honda with a controlled riding style that allowed him to traverse the fast sections of the track more quickly than his competitors. Luke Morgenroth, on a Kawasaki, led moto one briefly after Willis had trouble with a badly rutted creek crossing, but the Honda rider came back to pass both Morgenroth and Shawn Steggs on the last lap to take the win.

Moto two saw Willis take the lead at the start, although Yamaha rider Steggs, recovering from a poor start, put on the best show of the day with his aggressive riding style that had him clipping hay bales with his handlebars as he tried to gain on Willis. In the end, though, it was Willis taking the checkered flag for his second moto win of the day and the overall victory.

In the 125cc B class, Joe Barker, riding for St. Louis Honda on his 80cc mini, fought off the case-deep ruts in the mudholes to finish third overall against the bigger 125s.

In the second moto, Barker fell on the first lap, while Yamaha rider Kevin Funk had a good lead after one lap. Kevin fell on lap two, dropping back to fifth place, as Kawasaki rider Tom Crimmins took the lead. Barker, responding to the cheers of his pit crew, put in a tremendous ride from the back of the pack, and worked his way up to fourth place on lap three, as Funk, back up to third place, battled Honda rider Ken Matway over second. As the riders passed the white flag, Crimmins held the lead with Matway and Funk close behind. Funk again had problems in the back section, and dropped back to fifth, as Matway passed Crimmins for the lead and Barker moved up to third as the race ended.

Results

125 C: 1. Paul Willis; 2. Shawn Staggs; 3. Luke Morgenroth.
125 B: 1. Tom Crimmins; 2. Ken Matway; 3. Joe Barker.
250 C: 1. Jeffrey Crow; 2. Kerry White; 3. Ed Matway.
250 B: 1. Bob Milkovich; 2. James Wagenblast; 3. Mike Beiermann.
250 A: 1. Mark Greenley; 2. Jay Johnson.
500 B: 1. Don Largell; 2. Don Froehlich; 3. Steve Blano.
500 A: 1. Mark Greenley; 2. Darren Morgan; 3. Rob Overal.
SR: 1. Jay Johnson; 2. Ed Matway; 3. Ron Lathrip.

PHOTO BY WARREN E. DOMKE

Earl Ingram was a top contender in the 250cc Open class at Goodtimes MX in San Antonio, Texas. Ingram finished second in the final moto.

Hunt styles to Lake Eliza MX win

By Jim Anderson

LAKE ELIZA, IN, MAR. 13

The snow and cold weather didn't faze the riders who showed up at the H Cubed ORV Park for Lake Eliza's District 15 motocross, and it certainly didn't hinder Keith Hunt's performance. Hunt captured both the 250cc and Open B class wins aboard his Hondas.

Hunt wasn't the only rider to lock up class victories, today. Despite looping his Kawasaki off the start, Dave Lindsey recouped to win the first moto and capture the overall victory in the 125cc B division.

Mini class action saw Guy Marsh win the overall in his first District event. Marsh powered his Yamaha to win both motos, while Ryan Cowan went 2-2 for second overall. David Cardwell captured third.

Results

AUTO: 1. Thaddeus McClusky (Yam); 2. Michael Klinger (Yam).
60: 1. Brody Stipp (Kaw); 2. Paul McCoy (Yam).
80: 1. Guy Marsh (Yam); 2. Ryan Cowan (Hon); 3. David Cardwell (Kaw).
125 B: 1. Dave Lindsey (Kaw); 2. Gary Cowan (Hon); 3. John Hurley (Suz); 4. Duane Griffis (Yam); 5. Scott Henderson (Yam).
250 B: 1. Keith Hunt (Hon); 2. Kevin Van Ardsdale (Yam); 3. Joe Surufka (Hon); 4. Lance Wrisley (Kaw); 5. Matt Maley (Yam).
OPEN B: 1. Keith Hunt (Hon).
SR: 1. Chris Hathaway (Yam); 2. Roy Maley (Yam).
125 A: 1. Joe Subart (Hon).
250 A: 1. Carl Horvath (Kaw); 2. Rick Walsworth (Suz); 3. Dave Wise (Suz).
OPEN A: 1. Steve Read.

McDonald wins at Goodtimes MX

By Warren E. Domke

SAN ANTONIO, TX, MAR. 26

William McDonald defended an early lead and took his class to the first meet of a five-race Challenge of Champions Series, winning first place in the 125cc Open class at Goodtimes Motorsports Park. He was given tough competition by fellow Honda riders Marcos Pepper and Jason Krempin.

Krempin had a bad start which put him far behind the leaders, but managed to come back from a sixth-place to a third-place finish.

In the 250cc Open class, Kevin Horton captured an early lead and kept it. Horton piloted a Honda in this race and stayed ahead of two Kawasaki riders, Earl Ingram and Jamie Garner. All of these have been regular riders at Goodtimes Motorsport Park, and they took advantage of track knowledge and experience to earn their places.

The first qualifier was a one-moto race event with a preliminary position-qualifier heat held earlier in the evening. The actual race was preceded by a parade lap. •

Results

125 OPEN: 1. William McDonald (Hon); 2. Marcus Pepper (Kaw); 3. Jason Krempin (Hon); 4. Brad Risinger (Kaw); 5. David Savoie (Hon).
250 OPEN: 1. Kevin Horton (Hon); 2. Earl Ingram (Kaw); 3. Jamie Garner (Kaw); 4. John Bennett (KTM); 5. Stan Herrera (Kaw).

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SRA California Schedule

Apr. CANCELLED	rfield	**May 29**	**Carlsbad**
May 1	**Carlsbad**	**June 26**	**Perris**

Info (714) 957-2985

Calendar

Calendar listings are a free service for *Cycle News* readers and race promoters. All information is the responsibility of the promoter. Calendar listings cannot be accepted over the phone, we must have a complete Calendar listing form on file. Listings must be received by Wednesday for publication in the following week's issue. We strongly suggest racers/spectators call the promoter/track to confirm details before traveling to an event.

CHAMPIONSHIP EVENTS

World C'ship Road Race Series

4/24	Spain
5/1	Portugal
5/22	Italy
5/29	W. Germany
6/12	Austria
6/25	Holland
7/3	Belgium
7/17	Yugoslavia
7/24	France
8/7	England
8/14	Sweden
8/28	Czechoslovakia
9/11	Brazil
9/17	Argentina

World C'ship Endurance Road Race Series

5/29	England
7/2-3	Austria
7/31	Japan
8/13-14	Belgium
9/11	Spain

World C'ship TT Formula Road Race Series

5/15	Japan
6/4	Isle of Man
6/23	Holland
7/3	Portugal
7/10	Italy
7/17	Finland
7/30	N. Ireland
9/4	Italy
9/25	England

World C'ship Superbike Road Race Series

4/30	Hungary
5/8	W. Germany
7/2-3	Austria
8/28	Japan
9/4	France
9/11	Portugal
9/25	Australia
10/2	New Zealand

World C'ship 125cc MX Series

4/17	Holland
5/1	Austria
5/8	Spain
5/15	Portugal
5/29	Czechoslovakia
6/12	W. Germany
6/26	Ireland
7/3	France
8/14	Finland
8/28	Switzerland

World C'ship 250cc MX Series

4/17	France
4/24	Spain
5/1	Italy
5/15	Czechoslovakia
5/29	England
6/5	Belgium
6/19	W. Germany
6/26	Yugoslavia
7/24	UNADILLA, NY
8/7	Venezuela
8/14	Argentina
8/28	Sweden

World C'ship 500cc MX Series

4/17	Austria
4/24	Switzerland
5/8	Sweden
5/15	Finland
6/5	W. Germany
6/12	Italy
6/26	HOLLISTER, CA
7/10	England
7/17	Holland
7/24	San Marino
8/7	Belgium
8/14	Luxembourg

World C'ship Observed Trials Series

4/17	Luxemburg
4/24	West Germany
5/29	Austria
6/5	France
6/12	Belgium
7/17	Italy
8/21	Sweden
8/28	Finland
9/11	Poland

Motocross des Nations

9/11	France

International Six-Days Enduro

9/6-12	France

AMA/Camel Pro Series

5/15	Atlanta, GA RR
5/22	San Jose, CA M
6/4	Louisville, KY HM
6/19	Loudon, NH RR
6/26	Elkhart Lake, WI RR
7/16	Parkersburg, WV HM
7/24	DuQuoin, IL M
8/7	Lexington, OH RR
8/14	Peoria, IL TT
8/27	Indianapolis, IN M
9/4	Springfield, IL M
9/11	Syracuse, NY M
9/24	Gardena, CA HM
10/8	Sacramento, CA M
10/2	Sonoma, CA RR

Schedule subject to change
Info 614/891-2425

AMA Nat'l C'ship Dirt Track Series

4/16	Sacramento, CA M GNC
4/23	Gardena, CA TT 600
4/30	Phoenix, AZ HM 600
5/7	Gardena, CA HM GNC
5/14	Castle Rock, WA TT 600
5/22	* San Jose, CA M GNC
5/28	Springfield, IL ST 600
5/29	Springfield, IL M GNC/600
6/4	* Louisville, KY HM GNC
6/12	Peoria, IL TT 600
6/24	Hinsdale, IL ST 600
6/25	Lima, OH HM GNC/600
7/3	Middletown, NY HM GNC
7/9	Hagerstown, MD HM GNC/600
7/15	Parkersburg, WV HM 600
7/16	* Parkersburg, WV HM GNC
7/24	* DuQuoin, IL M GNC
8/6	Ashland, OH HM 600
8/12	Sturgis, SD ST 600
8/14	* Peoria, IL TT GNC
8/20	Hamburg, NY HM GNC
8/27	*Indianapolis, IN M GNC
8/28	Indianapolis, IN M GNC/600
9/3	Springfield, IL ST 600
9/4	* Springfield, IL M GNC
9/11	* Syracuse, NY M GNC
9/18	Hagerstown, MD HM GNC/600
9/24	* Gardena, CA HM GNC
10/8	* Sacramento, CA M GNC
10/15	Mesquite, TX HM 600

* Indicates Camel Pro Series event
Schedule subject to change
Info 614/891-2425

AMA Nat'l C'ship Road Race Series

5/15	Atlanta, GA
6/19	Loudon, NH
6/26	Elkhart Lake, WI
7/10	Monterey, CA
8/7	Lexington, OH
10/2	Sonoma, CA

Schedule subject to change
Info 614/891-2425

AMA Nat'l C'ship Enduro Series

4/24	Twain Hart, CA
5/1	Roselawn, IN
5/29	McArthur, OH
7/17	Del Norte, CO
7/24	Blain, PA
8/21	Moorestown, MI
9/25	Greenwich, RI
10/30	Forest Hill, LA
11/6	Morrison, IL

Info 614/891-2425

AMA Nat'l C'ship Hare Scrambles Series

4/17	Redding, CA
5/8	TBA
5/15	Beckley, WV
6/12	Bellevue, ID
7/10	Walden, CO
9/18	Lynville, IN
10/2	Nowata, OK
10/9	Millville, MN
10/16	Hookstown, PA

Info 614/891-2425

AMA Nat'l C'ship Hare & Hound Series

9/18	Craig, CO
10/9	Reno, NV
10/30	Wickenberg, AZ

Info 614/891-2425

AMA Nat'l Reliability Trials Qualifier Series

5/20-22	Rose City, MI
6/4-7	Idaho City, ID
6/25-26	Yamhill, OR

Additional events to be scheduled
Info 614/891-2425

AMA/NATC Nat'l C'ship Observed Trials Series

4/16	Pampa, TX
4/17	Pampa, TX
4/23	Albuquerque, NM
4/24	Westminster, CO
5/28	Winchester, TN
5/30	Winchester, TN
7/2	Spokane, WA
7/4	Portland, OR

Info 614/891-2425

AMA 125/250cc Nat'l C'ship MX Series

5/1	Axton, VA
5/22	Southwick, MA
5/29	Mt. Morris, PA

Tentative
Info 614/891-2425

AMA 125/500cc Nat'l C'ship MX Series

6/5	San Antonio, TX
7/3	Buchanan, MI
7/10	Binghampton, NY
7/31	Troy, OH
8/14	Millville, MN
8/28	Washougal, WA

Tentative
Info 614/891-2425

AMA C'ship Supercross Series

4/16	Dallas, TX
4/23	Tampa, FL
5/14	E. Rutherford, NJ
6/18	Los Angeles, CA

Info 614/891-2425

AMA/Wiseco/Suzuki Grand Nat'l Cross Country Series

4/17	Brownsville, PA
5/1	Tarentum, PA
5/15	Beckley, WV
6/19	Davis, WV
9/11	Marietta, OH
10/2	Mt. Morris, PA
10/16	Hookstown, PA
10/30	Tarentum, PA

Info 614/891-2425

AMA/CCS EBC Brakes Endurance RR Challenge

5/14	Braselton, GA
6/16	Loudon, NH
6/25	Elkhart Lake, WI
8/6	Lexington, OH
9/10	Talladega, AL
10/1	Sonoma, CA
10/29	Daytona Beach, FL

Info 704/684-4297

Suzuki Nat'l Cup Road Race Series

Northeast

4/16-17	Loudon, NH
4/30-5/1	Loudon, NH
6/11-12	Loudon, NH
7/2-4	Loudon, NH
8/20-21	Loudon, NH
9/3-5	Loudon, NH
10/1-2	Loudon, NH

Mid-Central

4/16-17	Beloit, IL
4/30-5/1	Elkhart Lake, WI
5/7-8	Brainerd, MN
7/16-17	Grattan, MI
7/30-31	Brainerd, MN
8/27-28	Beloit, IL
9/10-11	Beloit, IL

Mid-Atlantic

4/30-5/1 Warren, OH
5/28-29 Rockingham, NC
6/25-26 Pocono, PA
7/9-10 Rockingham, NC
8/20-21 Summit Point, WV
9/17-18 Summit Point, WV

Southeast

4/30-5/1 Faulkville, GA
5/14-15 Talladega, AL
6/4-5 Talladega, AL
7/17 W. Palm Beach, FL
8/13-14 Braselton, GA
9/25 W. Palm Beach, FL

South Central

5/21-22 Hallett, OK
6/11-12 Henderson, TX
7/16-17 E. St. Louis, MO
8/27-28 Henderson, TX
9/3-4 Memphis, TN
9/24-25 College Station, TX

Central Pacific

4/16-17 Sonoma, CA
5/21-22 Sonoma, CA
6/19 Sonoma, CA
7/23-24 Sonoma, CA
8/21 Sonoma, CA
9/11 Sonoma, CA

Southwest

4/16-17 Rosamond, CA
5/15 Chandler, AZ
5/28-29 Chandler, AZ
6/18-19 Rosamond, CA
6/25-26 Riverside, CA
7/2-4 Rosamond, CA
9/11 Chandler, AZ

Mountain

5/1 Pueblo, CO
5/15 Denver, CO
6/5 Aspen, CO
6/19 Denver, CO
7/31 Denver, CO
8/14 Aspen, CO
9/12 Steamboat Springs, CO

Northwest

4/16-17 Portland, OR
4/30-5/1 Kent, WA
5/14-15 Portland, OR
7/17 Kent, WA
7/23-24 Portland, OR
9/11 Kent, WA
9/24-25 Portland, OR

AMA/CCS Supersport Nationals

5/14-15 Braselton, GA
6/18-19 Loudon, NH
6/25-26 Elkhart Lake, WI
7/9-10 Monterey, CA
8/6-7 Lexington, OH
9/10-11 Talladega, AL
9/31-10/1 Sonoma, CA

SCORE Int'l Off-Road Series

6/3-5 Baja Internacional
Ensenada, Baja, Mexico
8/12-14 Off Road World C'ship
Riverside, CA
11/10-13 Baja 1000
Ensenada, Baja, Mexico
12/9-11 San Felipe 250
San Felipe, Baja, Mexico
Info 818/889-9216

SETRA C'ship Hare Scrambles Series

5/22 Lenoir, NC
Info 803/229-5369

SETRA C'ship Enduro Series

4/24 Lawrenceburg, TN
5/8/ Abbeville, SC
Info 803/229-5369

WERA Nat'l Endurance Road Race Series

4/16 Rosamond, CA
4/30 Faulkville, GA
5/14 Portland, OR
5/28 Rockingham, NC
6/11 Shannonville, Canada
7/2 Grattan, MI
7/16 E. St. Louis, MO
7/30-31 Garrettsville, OH
8/6 Long Pond, PA
9/3 Memphis, TN
9/17-18 Rosamond, CA
9/24 College Station, TX
10/8 Clermont, IN
10/15 Summit Point, WV
11/5 Braselton, GA
Info 803/681-9372

WERA Western Endurance C'ship

4/16 Rosamond, CA
5/14 Portland, OR
5/28 Vancouver, BC
6/12 Kent, WA
9/17-18 Rosamond, CA
Info 803/681-9372

WERA Nat'l Qualifier Road Race Series

5/21-22 Grattan, MI
5/21-22 College Station, TX
6/4-5 Summit Point, WV
6/11-12 Henderson, TX
6/18-19 Rosamond, CA
6/25-26 Long Pond, PA
7/9-10 Rockingham, NC
7/9-10 Milwaukee, WI
8/6-7 Rosamond, CA
8/20-21 E St. Louis, MO
8/20-21 Talladega, AL
8/20-21 Summit Point, WV
8/27-28 Henderson, TX
9/3-4 Garrettsville, OH
9/3-4 Memphis, TN
9/24-25 Grattan, MI
9/24-25 College Station, TX
10/1-2 Faulkville, GA
Info 803/681-9372

WERA Grand Nat'l Final

11/3-6 Braselton, GA

IDBA Nat'l Drag Race Series

4/15-17 Rockingham, NC
5/20-22 Bowling Green, KY
6/10-12 Norwalk, OH
7/8-10 Columbus, OH
8/26-28 Memphis, TN
9/23-25 Atco, NJ
10/14-16 Baton Rouge, LA
Info 205/849-7886

Dragbike! Nat'l C'ship Series

4/16-17 Los Angeles, CA
4/23-24 Dallas, TX
5/14-15 Cincinnati, OH
5/21-22 Sacramento, CA
5/28-29 Marion, OH
6/18-19 Syracuse, NY
6/25-26 Fremont, CA
7/16-17 Spokane, WA
8/6-7 Cordova, IL
8/13-14 Union Grove, WI
8/19-20 Albany, NY
9/3-4 Wilmington, DE
9/5 TBA
9/10-11 Albuquerque, NM
9/17-18 Atlanta, GA
9/24-25 Bradenton, FL
10/8-9 Phoenix, AZ
10/15-16 Los Angeles, CA
10/22-23 Houston, TX
10/29-30 W Palm Beach, FL
11/18-20 Gainesville, FL
Info 315/735-1661

AMRA Nat'l Drag Race Series

5/14-15 Colonial Beach, VA
6/18-19 Union Grove, WI
7/2-3 Humbolt, IA
7/23-24 Cincinnati, OH
8/9-11 Sturgis, SD
9/17-18 Kokomo, IN
10/8-9 Nashville, TN
Info 312/250-0838

NETA C'ship Series

5/21-22 Meriden, CT
7/24 Wrentham, MA
8/14 Wrentham, MA
9/11 Ossipee, NH
9/18 Meriden, CT
10/2 Conway, NH
10/16 Chepachet, RI
Info 401/421-6929

NETRA C'ship Enduro Series

5/15 Somers, CT
6/5 Wrentham, MA
6/19 Warren, MA
8/14 Dunbarton, NH
8/21 Oxford, MA
9/11 Windsor, MA
9/25 W. Greenwich, RI
10/2 Chester, CT
10/9 Stafford, CT
10/30 Adams, MA
12/4 Marlborough, CT

NETRA C'ship Hare Scrambles Series

5/29 W. Greenwich, RI
6/26 New London, CT
7/17 Windsor, MA
7/24 Union, CT
7/31 Providence, NY
8/7 Norwich, VT
8/28 Cheshire, MA
8/18 N. Petersburg, NY
10/16 Brookfield, MA
11/6 Wrentham, MA

NETRA Turkey Run Series

5/22 Leominster, MA
5/29 Washington, MA
6/12 Allenstown, NH
6/26 Norton, MA
7/10 Adams, MA
7/31 Bartonsville, VT
9/11 Swiftwater, NH
9/18 Sandisfield, MA
10/2 Freetown, MA
10/23 Winshinton, MA
11/27 Plympton, MA

NETRA Junior C'ship Enduro Series

5/7 Meriden, CT
5/22 Wrentham, MA
6/18 Thomaston, CT
6/25 Southampton, MA
8/13 Dunbarton, NH
8/20 Oxford, MA
9/17 N. Petersburg, NY
10/1 Freetown, MA
10/15 Brookfield, MA
11/12 Leominister, MA

LA State C'ship Hare Scramble Series

4/17 Minden, LA
5/1 Enon, LA
6/5 Mooringsport, LA
7/17 Sterlington, LA
9/4 TBA
10/2 Watson, LA
10/16 Ringgold, LA
11/5 Shreveport, LA

AFM North Road Race Series

4/16-17 Sears Point, CA
5/21-22 Sears Point, CA
6/19 Sears Point, CA
8/21 Sears Point, CA
9/11 Sears Point, CA
10/23 Sears Point, CA
Info 415/327-0908

AFM South Road Race Series

5/28-29 Phoenix, AZ
6/25-26 Riverside, CA
7/16 Phoenix, AZ
8/13 Phoenix, AZ
9/3-4 Phoenix, AZ
Info 818/963-8676

Best of the West Series

6/19 Kernville, CA, MX
10/2 Sunrise, CA, GP
10/16 Rand, CA, End.
10/23 Lucerne, CA, H&H

WSMA Formula USA C'ship Series

4/30-5/1 Willow Springs, CA
5/14-15 Willow Springs, CA
6/4-5 Willow Springs, CA
9/10-11 Willow Springs, CA
10/1-2 Willow Springs, CA
11/5-6 Willow Springs, CA
Info 805/256-2471

Mickey Thompson Off-Road C'ship Grand Prix Series

* 4/23 Houston, TX
5/7 Pasadena, CA
7/16 Los Angeles, CA
10/1 Las Vegas, NV
* Tentative
Info 714/938-4100

Golden State Enduro Series

4/17 San Luis Obispo, CA
4/24 Sonora, CA
5/1 Lucerne, CA
5/22 Placerville, CA
12/10 Tecate, Baja, CA, Mexico
Info 714/643-9108

STRA C'ship Observed Trials Series

5/1 Hendersonville, NC
5/15 Dalton, GA
8/28 Atlanta, GA
9/11 Grant, AL
9/24-25 Berea, KY
10/9 Huntland, TN
10/30 Bellews Creek, NC
11/13 Cullman, AL
Info 615/967-3008

Virginia C'ship Hare Scrambles Series

4/26 Budds Creek, MD
5/15 Rural Retreat, VA
6/5 Martinsville, VA
6/26 Honaker, VA
7/24 Bristol, VA
8/7 Gloucester, VA
8/21 Rural Retreat, VA
9/11 Ivor, VA
9/25 Middlebrook, VA
10/9 Newport News, VA
10/23 Oxford, NC
11/6 Martinsville, VA
11/20 Surry, VA
Info 804/255-4620

NESC C'ship MX Series

4/17 Middleboro, MA
4/24 Loudon, NH
5/1 Southwick, MA
5/8 Middleboro, MA
5/15 Loudon, NH
5/29-30 Waterboro, ME
6/5 C. Village, CT
6/12 Southwick, MA
6/19 Greenfield, MA
6/26 C. Village, CT
7/3 Waterboro, ME
7/10 Southwick, MA
7/17 Waterboro, ME
7/31 Southwick, MA
8/7 Lewiston, ME
8/14 Southwick, MA
8/21 C. Village, CT
8/28 Loudon, NH
9/4-5 Waterboro, ME
9/11 Southwick, MA
9/18 C. Village, CT
9/25 Loudon, NH
10/2 Southwick, MA
10/9 Middleboro, MA
10/16 Loudon, NH
10/23 Southwick, MA

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1988 SCHEDULED MX SCHOOLS

LOCATION	TRACK EVENT	DATE
Hunt, NY	Hunt MX	4/22-23
West Hampton, NY	W. Hampton Raceway	4/29-30
Reidsville, NC	Rolling Hills	5/7
Binghampton, NY	Broome-Tioga Spts. Ctr.	5/15
Middleboro, MA	Middleboro, MX (NEMA)	5/20-21
Southwick, MA	MX 338 - *Special Guest:* • **BOB HANNAH** •	5/23
Clifford, PA	Hurricane Hills	5/28
Mt. Morris, PA	Highpoint MX	5/30
Terre Haute, IN	Pro Caliber	6/3-4
Troy, OH	Kenworthy G.P. Club	6/10-11
Englishtown, NJ	Raceway Park - *Special Guest* • **BOB HANNAH** • NJ Suzuki State Championship	6/13-14
Delmont, PA	Steel City MX	6/17-18
Millville, MN	Spring Creek MX	6/20-22
Lake Mills, WI	Aztalan Cycle Park	6/24-25
Detroit, MI	Baja Acres	6/27-28
Buchanan, MI	Red Bud MX	7/4-5
Binghampton, NY	Broome-Tioga Spts. Ctr.	7/11-13
Bloutville, TN	Muddy Creek, MX	7/15-16
Linville, OH	Honda Hills	7/18-21
Unadilla, NY	Unadilla Valley Spts. Ctr.	7/25
Ponca City, OK	Ponca City MX	7/29-30
Hurricane Mills, TN	Loretta Lynn AM National	8/7-8
Aquasco, MD	Aquasco Raceway	8/19-20

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Sun. Apr. 17 MX Glen Helen
Sun. Apr. 24 MX LA County Raceway
Sun. May 1 G.P. Perris
Sun. May 8 MX LA County Raceway
Dunestown Series #1
Sun. May 15 MX Edwards A.F.B.
Dunestown Series #2
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CRC Info 805-272-8889

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April 16 SMX
17 CMC MX
23 SMX
24 SMX
30 SMX
May 1 CRC G.P.
7 SMX
8 Double Cross G.P.

It's Dirt Time!

You had a long, hard week at work or in the classroom and there's only one thing on your mind - dirt! So you head out to your favorite riding area or your favorite race track to unwind on your dirt bike or kick back and watch handlebar-to-handlebar racing action unfold in front of you. So far, so good. But whether it's riding or watching you've chosen to help you unwind, there's one thing you should do to help you do either right - read CYCLE NEWS!

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10/30	Middleboro, MA
11/6	Middleboro, MA
11/13	Middleboro, MA

Info 413/772-0685

ECEA C'ship Enduro Series

5/1	Chatsworth, NJ
5/29	New Philadelphia, PA
6/5	Whiteford, MD
6/12	Stanhope, NJ
7/24	Blain, PA
7/31	Wellsboro, PA
8/14	Speedsville, NY
8/21	Brandonville, PA
8/28	Mauricetown, NJ
9/11	Belleplain, NJ
9/18	SShippensburg, PA
9/25	W. Greenwich, RI
10/9	Chatsworth, NJ
10/30	Bear, DE
11/13	Warren Grove, NJ

WMRRA C'ship Road Race Series

5/1	Kent, WA
5/22	Kent, WA
6/12	WERA 6 Hr. Kent, WA
7/17	Kent, WA
9/11	Kent, WA
10/23	Kent, WA

Canadian Nat'l Supercross Series.

5/21-22	Montreal, Quebec
6/4	Toronto

CVRG C'ship Vintage Series

Road Race

6/19	Sonoma, CA
6/26	Riverside, CA
7/8-10	Monterey, CA
7/24	Sonoma, CA
9/10	Steamboat Springs, CO
10/1-2	Sonoma, CA

Motocross

4/17	Marshall, CA
5/22	Eugene, OR
6/12	Perris, CA
9/9	Steamboat Springs, CO
10/23	Brentwood, CA
11/20	Sunnymead, CA

AMRA C'ship MX Series

5/1	Anchorage, AK
5/8	Anchorage, AK
5/15	Anchorage, AK
5/22	Anchorage, AK
6/10	Anchorage, AK
7/17	Anchorage, AK
7/24	Anchorage, AK
8/14	Anchorage, AK
9/11	Anchorage, AK

APRIL

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MAY

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22	23	24	25	26	27	28
29	30	31				

• Denotes Pro Payback

April 13

CALIFORNIA NIGHT MX
• CMC. Baylands Raceway Park, Fremont. Info 415/651-2545.
CALIFORNIA DRAGS
• Baylands Raceway Park, Fremont. Info 415/651-2545.
CALIFORNIA SPEEDWAY
• Cal-Expo, Sacramento. Info 916/485-8619 or 489-0476.

April 14

CALIFORNIA SPEEDWAY
• AMA/Agajanian Ent. Ascot South Bay Stadium, Gardena. Info 213/515-5115.
OREGON MOTOCROSS
MXNW Series. Portland Int'l Raceway, Portland. Info 503/620-1020.

April 15

CALIFORNIA SHORT TRACK
• Baylands Raceway Park, Fremont. Info 415/651-2545.
CALIFORNIA MOTOCROSS
• CMC. Ascot Raceway Park, Ascot. Info 714/261-6116.
CALIFORNIA SPEEDWAY
• Int'l Speedway. Orange County Fairgrounds, Costa Mesa. Info 714/492-9933.
MICHIGAN MOTOCROSS
MRA. Milan Excitement City, Milan. Info 313/439-7735.
SOUTH CAROLINA SUPERCROSS
• Stepp Mill MX. Riverside Speedway, Travelers Rest. Info 704/685-3033.

April 15-17

NEVADA DESERT RACE
• Best in the Desert Grand Slam C'ship Series. Las Vegas 300. Las Vegas. Info 702/457-5775.
NORTH CAROLINA DRAGS
• IDBA Nat'l C'ship Series. Spring Nat'ls, Rockingham. Info 205/849-7886.

April 16

ALABAMA MOTOCROSS
County Line Raceway, Bessemer. Info 205/477-6848 or 477-5389.
CALIFORNIA SPEEDWAY
• AMA. Mother Goose Racing. Napa Speedway, Town & Country Fairgrounds, Napa. Info 707/252-8772.
CALIFORNIA MILE
• AMA Grand Nat'l C'ship Dirt Track Series/Agajanian Ent. Cal-Expo State Fairgrounds, Sacramento. Info 916/920-1121.
CALIFORNIA OFF ROAD RACE
Off-Road Amateur. Glen Helen OHV Park, San Bernardino. Info 714/880-1733.
CALIFORNIA SHORT TRACK
• R & D Ent. CANCELED Barbara County Fairgrounds, Santa Maria. Info 408/449-7367.
CALIFORNIA MOTOCROSS
• Racing Ent. Carlsbad Raceway, Carlsbad. Info 619/484-1441 or 727-1171.
CALIFORNIA MOTOCROSS
• SMX. Perris Raceway, Perris. Info 714/582-3482.
CALIFORNIA MOTOCROSS
• Steve Wright Racing/ Valley Cycle Challenge. CA Mid-Winter Fairgrounds, Imperial. Info 619/579-0637.
FLORIDA MOTOCROSS
Panhandle Speedway, Panama City. Info 904/235-0624 or 265-1322.
FLORIDA MX/SHORT TRACK
• Orange County Raceway, Orlando. Info 305/568-2271.
FLORIDA MOTOCROSS
R & R Racing. Dade City Raceway, Dade City. Info 813/986-4950.
GEORGIA MOTOCROSS
• Supercross of Ringgold, Ringgold. Info 404/278-3019 or 965-7013.
GEORGIA MOTOCROSS
Thunder Creek MX, Jackson. Info 912/994-6630.
GEORGIA SUPERCROSS
Southern Supercross, Tunnel Hill. Info 404/259-5092 or 278-1570.
OHIO MOTOCROSS
• AMA/D-11. Dirt Country MX, Blanchester. Info 513/791-8970 or 625-9987.
OHIO MOTOCROSS
AMA/D-11. Muskingum Valley Park, Zanesville. Info 614/452-7415 or 796-4745.
PENNSYLVANIA SHORT TRACK
Micro Sprint. Trail-Way Speedway, Hanover. Info 717/359-4310.
PENNSYLVANIA SUPERCROSS
AMA/D-6. Evansville Raceways, Berwick. Info 717/759-2841.
TENNESSEE SHORT TRACK
WKCRA/ Paris Dirt Trackers. Henry County Fairgrounds, Paris. Info 901/642-0511.
TEXAS SUPERCROSS
• AMA/Pace Promotions. Texas Stadium, Dallas. Info 312/963-4810.
TEXAS MOTOCROSS
AMA/TMC. Kent Howerton Series. Goodtimes Motor Sports Park, San Antonio. Info 512/674-9422.

April 16-17

ARKANSAS MOTOCROSS
AMA. Loretta Lynn's Area Qualifier. Camel Back, Pine Bluff. Info 501/879-1404.
CALIFORNIA ROAD RACE
• WERA Pacific/Mountain Region/WSMA. Willow Springs Int'l Raceway, Willow Springs. Info 805/256-2471.
CALIFORNIA POKER RUN
• Off-Road P.R. Sheriff's Barstow Desert Rescue Squad. Slash X Ranch, 10 mo S. of Barstow. Info 619/253-2210.
CALIFORNIA DRAGS
• DRAGBIKE! Nat'l C'ship Series. Desertnationals. L.A. County Raceway, Palmdale. Info 619/292-4444 or 315/735-1661.
FLORIDA MOTOCROSS
NMA Qualifier Warm Up. Hyman Myers Speedway Park, Tallahassee. Info 904/656-2915.
MICHIGAN MOTOCROSS
AMA/D-14. Loretta Lynn's Nat'l Area Qualifier. Morelands MX Park, Stanton. Info 517/235-4105.
MICHIGAN MOTOCROSS
Henry Ford MC/ EF T-Birds MX. HFCC Athletic Dome, Dearborn. Info 313/593-0003.
PENNSYLVANIA CROSS COUNTRY
• AMA/AATVA/Wiseco Grand Nat'l Series. Brown Jug. Brownsville. Info 304/594-1157.
SOUTH CAROLINA MOTOCROSS
Area MX Qualifier. Secession MX, Anderson. Info 803/296-5983.

April 17

ALABAMA MOTOCROSS
Ft. Mitchell MX Club, Ft. Mitchell. Info 205/855-3510.
ARKANSAS MOTOCROSS
Bull Creek MX, Beebe. Info 501/882-3886.
ARIZONA GRAND PRIX
Sun Off Road GP. Phoenix. Info 602/252-5295 or 926-2403.
CALIFORNIA OFF ROAD RACE
• Off-Road Pro. Glen Helen OHV Park, San Bernardino. Info 714/880-1733.
CALIFORNIA MOTOCROSS
• CMC. Perris Raceway, Perris. Info 714/261-6116.
CALIFORNIA MOTOCROSS
CMMC. Barona Oaks Raceway, Ramona. Info 619/444-8116.
CALIFORNIA SHORT TRACK
• AMA/D-36. Pro/Am. Lodi Cycle Bowl, Lodi. Info 209/368-7182.
CALIFORNIA MOTOCROSS
CRC. Glen Helen OHV Park, San Bernardino. Info 805/272-8889.
CALIFORNIA MOTOCROSS
• Cycleland Speedway, Chico. Info 916/342-0063.
CALIFORNIA GRAND PRIX
AMA/AATVA Nat'l C'ship Series. Shasta Dam, Redding. Info 916/243-4277 or 614/891-2425.
CALIFORNIA SIDECAR RIDE
So. Cal. Sidecar Experience. Frazier Park/Ojai Ride. Accessories Unlimited, Newhall. Info 805/252-6524.
CALIFORNIA MOTOCROSS
• CMC. Weekend of Champions Series. Sandhill Ranch, Brentwood. Info 415/641-9308.
CALIFORNIA ENDURO
AMA/D-37. 38th Annual Hi Mountain. Cal Poly Penguins. Los Padres Nat'l Forest, San Luis Obispo. Info 805/544-0963.
CALIFORNIA VINTAGE MX
CVRG. Marin County MC Assn. Petaluma. Info 415/829-6091.
CALIFORNIA MOTOCROSS
• SMX. DeAnza Cycle Park, Sunnymead. Info 714/582-3482.
COLORADO MOTOCROSS
SRAC/PMI. Pueblo Motorsports Park, Pueblo. Info 303/989-7436.
FLORIDA MOTOCROSS
Boss Hogg Speedway, Youngstown. Info 904/722-9680 or 769-0542.
FLORIDA MOTOCROSS
FMC Spring Series. Ocala MX, Ocala. Info 904/622-94400 or 867-1340.
GEORGIA MOTOCROSS
Thunder Creek MX, High Falls. Info 912/994-6630.
ILLINOIS HARE SCRAMBLES
Belleville Enduro Team, Belleville. Info 618/234-3200.
INDIANA MOTOCROSS
H Cubed Inc. Lake Eliza, Valparaiso. Info 219/462-3267.
KANSAS SAND DRAGS
Sand Drags Unlimited, Garden City. Info 316/275-7995 or 275-1222.
KANSAS MOTOCROSS
Wichita Jeeps MC, Wichita. Info 316/685-0223.
KENTUCKY MOTOCROSS
AMA. Pendleton Co. MC Rec. Park, Gardnersville. Info 606/472-3442.
KENTUCKY MOTOCROSS
Sportstown USA. Ohio Valley Raceway MX, West Point. Info 502/351-4442 or 935-7674.
LOUISIANA HARE SCRAMBLES
LA State H.S. C'ship Series. Minden. Info 504/635-3311 or 273-4948.
MASSACHUSETTS MOTOCROSS
NESC C'ship Series. Middleboro. Info 413/772-0685.
MEXICO DESERT RACE
• ADRA C'ship Series. 2nd Annual Sandy Beach La Playa 100. Penasco, Rocky Point. Info 602/252-1900.
MICHIGAN MOTOCROSS
MRA. Log Road TNT, between Coldwater & Bronson. Info 517/522-4380.
MISSOURI HARE SCRAMBLE
Ozark Mountain Racing. Walnut Shade. Info 417/883-7226.
MISSOURI MOTOCROSS
MX Parents. Finger Lake State Park, Columbia. Info 314/474-4649 or 696-5561.
NEW YORK MOTOCROSS
D-3. Frozen Ocean MX Park, Auburn. Info 716/352-5738 or 315/784-5466.
NEW YORK MOTOCROSS
WNYSC/Hunt Racing, Inc. Hunt. Info 716/476-2697.
NORTH CAROLINA MOTOCROSS
• Carolina Spring Series. S.E. MX Assn. Montrose MX, Raeford. info 919/875-3805.
NORTH CAROLINA MOTOCROSS
• Wilkes Co. MX Park, Lenoir. Info 704/758-4342.
OHIO TT SCRAMBLES
Sideways Promotions. Deerfield Speedway, Deerfield. Info 216/584-8668.
OHIO HARE SCRRAMBLES
Salem MC, Salem. Info 216/427-6645.
OHIO MOTOCROSS
AMA/D-12. Sandusky Valley Riders MC Clubgrounds, Tiffin. Info 419/447-6489.
OKLAHOMA MOTOCROSS
Interstate MX Park, Oklahoma City. Info 405/390-2100 or 732-0212.
OREGON ROAD RACE
OMRRA C'ship Series. Sprints. Portland. Info 503/221-1487.
PENNSYLVANIA HARE SCRAMBLES
AMA/D-6/Flying Dutchmen MC. Pine Grove. Info 717/345-6340 or 345-8918.

PENNSYLVANIA MOTOCROSS
Hurricane Hills Sports Center, Clifford. Info 717/587-2190 or 222-9290.
PENNSYLVANIA MOTOCROSS
D-5 State C'ship. The Challenger, Jacksonville. Info 412/726-5494 or 726-5689.
SOUTH CAROLINA MOTOCROSS
Cottageville MX, Cottageville. Info 803/538-7808 or 538-3947.
TENNESSEE HARE SCRAMBLES
Bristol Sports Park, Bristol. Info 615/3233-5497 nites.
TENNESSEE MOTOCROSS
Candies Creek MX, Cleveland. Info 615/479-3470 or 478-3178.
TENNESSEE MOTOCROSS
• Smoky Mountain MX, Pigeon Forge. Info 615/453-4622 or 453-8203.
TEXAS HARE SCRAMBLES
• TX C.C. Racing Assn. 50 Mile. Weatherford. Info 214/775-6278.
TEXAS MOTOCROSS
• Mustang Tracks, Alvin. Info 713/488-8563.
TEXAS MOTOCROSS
Lake Whitney Cycle Ranch, Whitney. Info 817/694-2901.
TEXAS MOTOCROSS
• AMA. Goodtimes Motor Sports Park, San Antonio. Info 512/674-9422.
TEXAS MOTOCROSS
Corpus Christi Dirt Riders. JHJ Moto Park, Corpus Christi. Info 512/937-2709.
WASHINGTON MOTOCROSS
• CMC. NW Gold Star MX Series. Washougal MX Track, Washougal. Info 503/673-1671.

April 20

CALIFORNIA DRAGS/MX
• CMC. Baylands Raceway Park, Fremont. Info 415/651-2545.
CALIFORNIA SPEEDWAY
• Cal-Expo, Sacramento. Info 916/485-8619 or 489-0476.

April 21

CALIFORNIA SPEEDWAY
• AMA/Agajanian Ent. Ascot South Bay Stadium, Gardena. Info 213/515-5115.
OREGON MOTOCROSS
Portland Int'l Raceway, Portland. Info 503/620-1020.

April 22

CALIFORNIA MOTOCROSS
• CMC. Ascot Raceway Park, Ascot. Info 714/261-6116.
CALIFORNIA SHORT TRACK
• BRA. Bakersfield Speedway, Bakersfield. Info 805/323-7877.
CALIFORNIA SPEEDWAY
• Int'l Speedway. Orange County Speedway, Costa Mesa. Info 714/492-9933.
MICHIGAN MOTOCROSS
MRA. Milan Excitement City, Milan. Info 313/439-7735.
PENNSYLVANIA MOTOCROSS
AMA/D-5. Motordrome Speedway, Smithton. Info 304/594-1157 or 412/872-5110.
SOUTH CAROLINA SUPERCROSS
• Stepp Mill MX. Riverside Speedway, Travelers Rest. Info 704/685-3033.

April 23

ALABAMA MOTOCROSS
County Line Raceway, Bessemer. Info 205/477-6848 or 477-5389.
ALABAMA MOTOCROSS
Penton MX, Lafayette. Info 205/864-9448 or 864-9641.
CALIFORNIA SPEEDWAY
• AMA. Mother Goose Racing. Napa Speedway, Napa Town & Country Fairgrounds, Napa. Info 707/252-8772.
CALIFORNIA SHORT TRACK
• R & D Ent. CANCELED Barbara County Fairgrounds, Santa Maria. Info 408/449-7367.
CALIFORNIA MOTOCROSS
• Racing Ent. Carlsbad Raceway, Carlsbad. Info 619/484-1441 or 727-1171.
CALIFORNIA MOTOCROSS
• SMX. Perris Raceway, Perris. Info 714/582-3482.
CALIFORNIA TT
• AMA 600 Nat'l C'ship Dirt Track Series & AATVA 250 4 Wh Pro Prelim. Agajanian Ent. Ascot Park, Gardena. Info 213/321-5323.
FLORIDA MOTOCROSS
Dade City Raceway, Dade City. Info 813/986-4950.
FLORIDA SHORT TRACK/MX
• Orange County Raceway, orlando. Info 305/568-2271.
FLORIDA MOTOCROSS
Panhandle Speedway, Panama City. Info 904/235-0624 or 265-1322.
GEORGIA MOTOCROSS
• Supercross of Ringgold, Ringgold. Info 404/937-3372 or 278-3019.
GEORGIA MOTOCROSS
Thunder Creek MX, High Falls. Info 912/994-6630.
GEORGIA SUPERCROSS
Southern Supercross, Tunnel Hill. Info 404/259-5092 or 278-1570.
KENTUCKY MOTOCROSS
AMA/B & J MX. Lakeland MX Track, Trigg Co. Rec. Complex, Cadiz. Info 502/522-6389.
KENTUCKY HALF MILE
• Paducah Dirt Riders. Carson Park, Paducah. Info 502/554-5050.
MARYLAND ICE RACE
• ICE. Speedway Ice Racing Nat'l C'ship. Baltimore Arena, Baltimore. Info 602/299-0206.
NEVADA SAND DRAGS
• Las Vegas Int'l Speedway, Las Vegas. Info 702/365-1080.
NEW YORK MOTOCROSS
• AMA. Broome-Tioga Sports Center, Binghamton. Info 607/648-4997.
OHIO SHORT TRACK
Sideways Promotions. Deerfield Speedway, Deerfield. Info 216/584-8668.
OHIO MOTOCROSS
• AMA/D-11. Dirt Country MX, Blanchester. Info 513/791-8970 or 625-9987.
TENNESSEE MOTOCROSS
3rd Annual Eastern Continental MX C'ship & Vintage MX. Muddy Creek Raceway, Blountville. Info 615/323-5497.
TEXAS GRAND PRIX
• Mickey Thompson Off Road C'ship Grand Prix Series. Houston Astrodome, Houston.
WASHINGTON MOTOCROSS
MXNW Series. Woodland Winter Track, Woodland. Info 503/667-5701.

April 23-24

CALIFORNIA ROAD RACE
ARRA C'ship Series. Willow Springs Int'l Raceway, Rosamond. Info 805/966-5700.
KENTUCKY MOTOCROSS
AMA. Eastern KY MX, Eastern. Info 606/285-9306.
LOUISANA MOTOCROSS
AMA Loretta Lynn's S. Central Area Qualifier. Riverside MX, Watson. Info 504/664-4297.
OREGON HILLCLIMB
Pacific NW C'ships. Blitz Canyon, Grants Pass. Info 476-6739 or 474-2161.
PENNSYLVANIA SUPERCROSS
D-7 SX C'ship. Trail-Way Speedway, Hanover. info 717/359-4310.
TENNESSEE MOTOCROSS
3rd Annual Eastern Continental C'ship & Vintage MX. Muddy Creek MX, between Kingsport, TN & Bristol, VA. Info 615/323-5497.

April 24

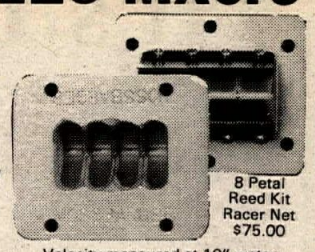
ALABAMA MOTOCROSS
• Coleta Valley MX, Ashland/Talladega. Info 205/354-4586 or 354-7307.
ALABAMA MOTOCROSS
• Gary's Warrior MX, Warrior. Info 205/647-5612 or 849-8069.
ALABAMA MOTOCROSS
Ft. Mitchell Moto Park, Ft. Mitchell. Info 205/298-2290.
ALASKA MOTOCROSS
Kincaid Park, Anchorage. Info 907/344-8229 or 346-3699.
ARKANSAS MOTOCROSS
• Cleburne County Speedway, Heber Springs. Info 501/362-6474.
CALIFORNIA MOTOCROSS
• CMC. Spring Classic. Glen Helen OHV Park, San Bernardino. Info 714/261-6116.
CALIFORNIA DESERT RACE
AMA/D-38/Fudpucker Racing Team. Plaster City East, Imperial County. Info 619/427-5759.
CALIFORNIA SHORT TRACK
• AMA/D-36. Lodi Cycle Bowl, Lodi. Info 209/368-7182.
CALIFORNIA MOTOCROSS
Porterville Spinners Airport Raceway, Porterville. Info 209/784-6301.
CALIFORNIA YSR50 RACE
Willow Springs Raceway, Willow Springs. Info 619/967-9811.
CALIFORNIA MOTOCROSS
Argyll Park, Dixon. Info 415/634-3328.
CALIFORNIA MOTOCROSS
DRC. DeAnza Cycle Park, Sunnymead. Info 714/653-6110 or 242-5840.
CALIFORNIA MOTOCROSS
CRC. L.A. County Raceway, Palmdale. Info 805/272-8889.
CALIFORNIA MOTOCROSS
• IMI Raceway, Pearsonville. Info 619/446-7240 or 805/945-9113.
CALIFORNIA MOTOCROSS
• SMX. Perris Raceway, Perris. Info 714/582-3482.
CALIFORNIA ENDURO
AMA Nat'l C'ship Series/D-36. 11th Annual Little Polecat Enduro. Merced Dirt Riders. Twain Harte. Info 209/634-4810 or 524-1432.
CALIFORNIA EUROPEAN RALLY
5th Annual European Rally. Monterey Bay European MC, Monterey County Fairgrounds, Monterey. Info 408/684-1366 or 373-8197.
CALIFORNIA TRIAL
AMA/ONEAL/VOTE. Observed Trials. Templin Hwy, Castaic. Info 818/845-8738 or 848-6892.
CALIFORNIA HARE & HOUND
AMA/D-37/Vikings MC. Camp Rock Rd, Lucerne Valley. Info 714/598-8240.
COLORADO TRIALS
NATC/RMTA/AMA Nat'l. Cotopaxi. Info 303/330-2923 or 475-2018.
GEORGIA MOTOCROSS
FMC Spring Series. So. Georgia MX, Valdosta. Info 904/225-5320 or 912/244-6050.
GEORGIA MOTOCROSS
Rome Cycle Ranch, Rome. Info 404/235-3454.
GEORGIA MOTOCROSS
Thunder Creek MX, High Falls. Info 912/994-6630.
GEORGIA MOTOCROSS
Whitesburg MX, Whitesburg. Info 404/942-5930.
IDAHO MOTOCROSS
Fossil Bowl, Clarkia. Info 208/245-3608.
INDIANA MX/TT
H Cubed Inc. Lake Eliza, Valparaiso. Info 219/462-3267.
INDIANA HARE SCRAMBLES
AMA/D-15/Riders MC. Ligonier. Info 219/831-2345.
INDIANA MOTOCROSS
• AMA/D-15. Knobby Hill MX, Hortonville. Info 317/758-6200.
INDIANA HILLCLIMB
AMA. Goshen Iron Horsemen MC Clubgrounds, Goshen. Info 219/674-8061 or 293-3398.
KANSAS MOTOCROSS
Coal Country MX, Pittsburg. Info 316/231-7643.
KENTUCKY MOTOCROSS
Greenbo MX, Argillite. Info 606/473-7590.
KENTUCKY HARE SCRAMBLE
AMA/D-10 & 15. Woodsmen MC. Ohio Valley Raceway, Louisville. Info 502/935-7118.
MARYLAND HARE SCRAMBLES
VA C'ship Series. Blue-Gray 100. Budds Creek. Info 301/475-2000.
MICHIGAN MOTOCROSS
MRA. Wheel Wars, Harrison. Info 517/539-6033.
MICHIGAN ENDURO
D-14 C'ship Series. Fremont. Info 616/429-6126.
MICHIGAN ENDURO
AMA/D-14. White River Trail Riders. Horseshoe Lake Staging Area, Hesperia. Info 616/854-1756.
MISSOURI HARE SCRAMBLES
MO C'ship. Wallendorf H.S., Callaway. Info 314/676-5713.
MISSOURI ROAD RACE
MCRA Series Endurance Race. St. Louis. Info 618/482-5501.
NEBRASKA MOTOCROSS
N. Platte MX Assn. Cornhuskers MX Circuit, North Platte. Info 308/532-6660 or 534-6539.
NEVADA MOTOCROSS
• Las Vegas Int'l Raceway, Las Vegas. Info 702/365-1080.
NEVADA MOTOCROSS
AMA/NV C'ship Series/D-36. OTHG, Fernley. Info 702/358-4388 or 358-2257.
NEVADA HARE SCRAMBLES
S. NV Jackrabbits MC, Search Light. Info 702/870-2389.
NEW HAMPSHIRE MOTOCROSS
NESC C'ship Series. Loudon. Info 413/772-0685.
NEW JERSEY MOTOCROSS
• AMA/D-6. Raceway Park, Englishtown. Info 201/446-6331 or 446-6740.
NEW YORK MOTOCROSS
AMA. Moto-Masters Park, Mapleview. Info 315/699-7105.
NORTH CAROLINA MOTOCROSS
• NAME Spring Series. Devil's Ridge MX, Sanford. Info 919/342-4492 or 919/776-2412.
OHIO MOTOCROSS
• Honda Hills, Linnville. Info 614/323-3766 or 228-0690.
OHIO ENDURO
AMA/D-11/Chillicothe Enduro Riders Assn. Goffs, Groc., Ray. Info 614/773-5738.
OHIO MOTOCROSS
Motosport Trails, Millport. Info 216/821-2966.
OKLAHOMA MOTOCROSS
Motorcycle Raceways, Oklahoma City. Info 405/681-9492.
OKLAHOMA MOTOCROSS
• Allen Ranch MX, Tulsa/Bixby. Info 918/42888-1237.
OREGON MOTOCROSS
MXNW Series. Mt. View Raceway, Sandy. Info 503/668-9409.
PENNSYLVANIA MOTOCROSS
Hurricane Hills Sports Center, Clifford. Info 717/587-2190 or 222-9290.
SOUTH CAROLINA MOTOCROSS
Cottageville MX, Cottageville. Info 803/538-7808 or 5383-3947.
SOUTH CAROLINA MOTOCROSS
Spring Series. B & B Promotions. Hardeeville. Info 912/355-1816.
TENNESSEE MOTOCROSS
Boyd's Creek MX, Sevierville. Info 615/453-8947 or 453-8546.
TENNESSEE MOTOCROSS
Candies Creek MX, Cleveland. Info 615/479-3470 or 478-3178.
TEXAS MOTOCROSS
• Bastrop Raceway, Bastrop. Info 512/832-1274 or 321-9861.
TEXAS MOTOCROSS
• Burleson MX Park, Burleson. Info 817/295-8908 or 295-1760.
TEXAS MOTOCROSS
Martin Racing Supply. Mesa Raceway, Fritch. Info 806/857-2235.
TEXAS MOTOCROSS
South Forty MX & ATV Track, Crane. Info 915/558-3989.
WASHINGTON MOTOCROSS
• CMC/NW Gold Star Series. Jolly Rogers Raceway, Kent. Info 206/246-8484.
WASHINGTON TRIALS
Puget Sound Trialers. Walker Valley. Info 206/334-3206.

April 24-25

TEXAS DRAGS
• Dragbike! C'ship Series. TX Cyclenationals. TX Motoplex, Ennis. Info 315/735-1661.

HORSEPOWER FOR 125 MXers
• Increased Volumetric Effeciency • Quicker Throttle Response • 2-3 Horsepower Gain In Low to Mid Range • Bolt On Installation • Wider Power Band With Greater Tuning Latitude • Tuning Tips Included
AIR FLOW COMPARISONS

Brand	Stock Reed Flow	Mossbarger Reed Flow
Cagiva	38.94 CFM	60.36 CFM
Kawasaki	49.56 CFM	60.36 CFM
Yamaha	50.40 CFM	60.36 CFM
Suzuki	53.26 CFM	60.36 CFM
Honda	53.26 CFM	60.36 CFM


8 Petal Reed Kit Racer Net $75.00
Velocity measured at 10" water pressure, figures represent maximum flow between 10,000 to 12,000 rpm.
MOSSBARGER RACING
138 S. Cherry Street, Marysville, OH (513) 642-2027

What's happening? CALENDAR

WORLD CHAMPIONSHIP QUALITY
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TIRES FREE!
Yes, we're serious. To qualify go to your favorite dealer and purchase a set (front & rear) of the PIRELLI Tires of your choice. Then enter any class at one of the events listed below. If you win your class you win a set of PIRELLI tires of your choice, FREE! Choices are limited to off-road motorcycle tires in any size. Winners are limited to one free set per calendar year. Riders currently sponsored by PIRELLI are not eligible to win. Riders must sign up with the PIRELLI representative at each event.

March 27	Hillbilly Hills, Roberta, GA
April 10	Rome Cycle Ranch, Rome, GA
April 23 & 24	Muddy Creek, Kingsport, TN
May 1	Wares Ferry, Montgomery, AL
June 12	Hell Hole Creek, Leesville, SC

Look for the PIRELLI representatives at other events. If you're using PIRELLI now they may have something for you!
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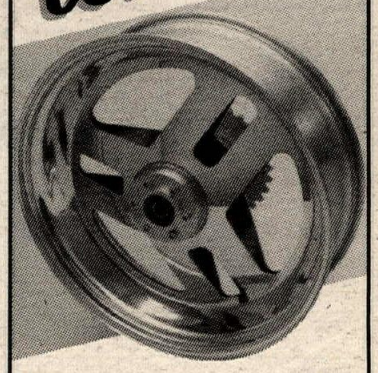
Georgia Cycle Supply
1717 Litton Drive
Stone Mountain, GA 30083

Mitchell Wheels

NEW SIZES IN STOCK. Mitchell Chicane racing wheels in front 17X3.5 and rear 17X5.5 for roadracing radial tires.
Call for prices and other sizes.
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Pres. Cycle News Inc.

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Expiration Date _____

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Order Now Only $72.00 incl. shipping, ready to frame
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April 25-29

TEXAS RALLYE
Western States Rally. Yamaha 650 Society. Big Bend, Alpine. Info 314/281-2559.

April 27

CALIFORNIA SPEEDWAY
• Cal-Expo, Sacramento. Info 916/485-8619 or 489-0476.
CALIFORNIA MOTOCROSS
• CMC. Baylands Raceway Park, Fremont. Info 415/651-2545.
CALIFORNIA DRAGS
• Baylands Raceway Park, Fremont. Info 415/651-2545.
VIRGINIA SHORT TRACK
Ten Men Promotions. VA State Fairgrounds, Richmond. Info 804/270-3074.

April 28

CALIFORNIA SPEEDWAY
• Baylands Raceway Park, Fremont. Info 415/651-2545.
CALIFORNIA SPEEDWAY
• AMA/Agajanian Ent. Ascot South Bay Stadium, Gardena. Info 213/515-5115.
OREGON MOTOCROSS
MXNW Series. Portland Int'l Raceway, Portland. Info 503/620-1020.

April 29

CALIFORNIA MOTOCROSS
• CMC. Spring Classic Round 2. Ascot Raceway Park, Gardena. Info 714/261-6116.
CALIFORNIA SHORT TRACK
• Baylands Raceway Park, Fremont. Info 415/651-2545.
CALIFORNIA SPEEDWAY
• Int'l Speedway. Orange County Speedway, Costa Mesa. Info 714/492-9933.
MICHIGAN MOTOCROSS
MRA. Milan Excitement City, Milan. Info 313/439-7735.
SOUTH CAROLINA SUPERCROSS
• Stepp Mill MX. Riverside Speedway, Travelers Rest. Info 704/685-3033.

April 29- May 1

CALIFORNIA ROAD RUN
15th Annual Statewide Run. Modified Motorcycle Assn. Hanford.

April 30

ALABAMA MOTOCROSS
County Line Raceway, Bessemer. Info 205/477-6848 or 477-5389.
CALIFORNIA SPEEDWAY
• AMA. Mother Goose Racing. Napa Speedway, Napa Town & Country Fairgrounds, Napa. Info 707/252-8772.
CALIFORNIA MOTOCROSS
CMMC. Barona Oaks Raceway, Ramona. Info 619/444-8116.
CALIFORNIA SHORT TRACK
• R & D Ent. Salinas Valley Fairgrounds, King City. Info 408/449-7367.
CALIFORNIA MOTOCROSS
• Racing Ent. Carlsbad Raceway, Carlsbad. Info 619/484-1441 or 727-1171.
CALIFORNIA MOTOCROSS
• SMX. Perris Raceway, Perris. Info 714/582-3482.
FLORIDA MOTOCROSS
R & R Racing. Dade City Raceway, Dade City. Info 813/986-4950.
FLORIDA MOTOCROSS
• Orange County Raceway, Orlando. Info 305/568-2271.
FLORIDA MOTOCROSS
Panhandle Speedway, Panama City. Info 904/235-0624 or 265-1322.
GEORGIA MOTOCROSS
Thunder Creek MX, High Falls. Info 912/994-6630.
GEORGIA SUPERCROSS
Southern Supercross, Tunnel Hill. Info 404/259-5092 or 278-1570.
OHIO TT SCRAMBLES
Sideways Promotions. Deerfield Speedway, Deerfield. Info 216/584-8668.
OHIO MOTOCROSS
• AMA/D-11. Dirt Country MX, Blanchester. Info 513/625-9987.
OHIO HARE SCRAMBLES
Grand Prix Raceway, Canal Fulton. Info 216/682-9231 or 239-1598.
PENNSYLVANIA SHORT TRACK
Micro Sprints. Trail-Way Speedway, Hanover. Info 717/359-4310.
PENNSYLVANIA SUPERCROSS
AMA/D-6. Evansville Raceways, Berwick. Info 717/759-2841.
WASHINGTON MOTOCROSS
• NW Gold Star Series. Thurston County ORV Park, McCleary. Info 206/435-9782.

Apr. 30-May 1

CALIFORNIA MOTOCROSS
• CMC. OT only. Marysville MX, Marysville. Info 916/695-2727.
CALIFORNIA ROAD RACE
• Formula USA C'ship Series. Willow Springs Int'l Raceway, Willow Springs. Info 805/256-2471.
FLORIDA MOTOCROSS
NMA Qualifier. Hyman Myers Speedway Park, Tallahassee. Info 904/656-2915.
MICHIGAN MOTOCROSS
AMA/D-14. Moreland's Supercross Park, Stanton. Info 517/235-4105.
PENNSYLVANIA CROSS COUNTRY
• Wiseco/AMA/AATVA Grand Nat'l Series. Fireball GNCC. Tarentum. Info 304/594-1157.
PENNSYLVANIA MOTOCROSS
AMA. Nat'l Area Qualifier. The Challenger, Jacksonville. Info 412/726-5494 or 726-8204.
TEXAS ROAD RACE
CRRC Series. Oak Hill Racewaya, Henderson. Info 713/342-1902.
TEXAS MOTOCROSS
AMA. Loretta Lynn's Area Qualifier. 2nd Qual. Gear Challenge of Champs. Goodtimes Motor Sports Park, San Antonio. Info 512/674-9422.
WISCONSIN DRAGS
Motorcycle Weekends. Great Lake Dragway, Union Grove. Info 414/462-5520.

May 1

ALABAMA MOTOCROSS
Ft. Mitchell MX Club, Ft. Mitchell. Info 205/855-3510.
ALABAMA MOTOCROSS
GA-AL Series.Wares Ferry MX, Montgomery. Info 205/277-1313.
ALASKA MOTOCROSS
AMRA C'ship Series. Kincaid Park, Anchorage. Info 907/344-8229 or 346-3699.
ARKANSAS MOTOCROSS
Bull Creek MX, Beebe. Info 501/882-3886.
CALIFORNIA GRAND PRIX
CRC. Meadow Muffin GP. Perris Raceway, Perris. Info 805/272-8889.
CALIFORNIA MOTOCROSS
• CMC. Sand Hill Ranch, Brentwood. Info 415/634-3328.
CALIFORNIA GRAND PRIX
DCR. Big Country, Temecula. Info 714/371-6333. CANCELED
CALIFORNIA MOTOCROSS
• CMC. Barona Oaks, Ramona. Info 714/261-6116.
CALIFORNIA YSR50 RACE
YSR50 C'ship Series. Carlsbad Raceway, Carlsbad. Info 619/967-9811.
CALIFORNIA MOTOCROSS
• SMX Cal Classic #6. DeAnza Cycle Park, Sunnymead. Info 714/582-3482.
CALIFORNIA ENDURO
AMA/D-36. Polka Dot MC Family Enduro. Placerville. Info 916/386-2456.
FLORIDA MOTOCROSS
FMC Spring Series. Callahan MX, Callahan. Info 904/225-5320 or 757-3820.
FLORIDA MOTOCROSS
Boss Hogg Speedway, Youngstown. Info 904/722-9680 or 769-0542.
IDAHO HARE SCRAMBLES
Tag Team HS. X-Mas Hills, St. Maries. Info 208/245-4544 or 245-4940.
INDIANA MOTOCROSS
AMA. H Cubed Inc. Lake Eliza, Valparaiso. Info 219/462-3267.
KANSAS MOTOCROSS
Wichita Jeeps MC, Wichita. Info 316/685-0223 or 838-8052.
KENTUCKY MOTOCROSS
Pendleton Co. MC Rec. Park, Gardnersville. Info 606/472-3442.
KENTUCKY MOTOCROSS
Sportstown USA. Ohio Valley Raceway, West Point. Info 502/351-4442.
KENTUCKY MOTOCROSS
Rough Country MX, Henderson. Info 812/897-3800.
LOUISIANA HARE SCRAMBLES
LA State C'ship Series. Enon. Info 504/635-3311 or 273-4948.
MASSACHUSETTS MOTOCROSS
NESC C'ship Series. Southwick. Info 413/772-0685.
MICHIGAN MOTOCROSS
AMA/D-14. Brown City MX Park, Brown City. Info 313/395-2169 or 346-2259.
MICHIGAN MOTOCROSS
MRA. Log Road TNT, between Coldwater & Bronson. Info 517/522-4380.
NEW JERSEY ENDURO
ECEA C'ship Series. Pine Barons Enduro. Chatsworth. Info 609/494-6456.
NEW YORK MOTOCROSS
• AMA. Broome-Tioga Sports Center, Binghamton. Info 607/648-4997.
NORTH CAROLINA TRIALS
STRA C'ship Observed Trials Series. Hendersonville. Info 615/967-3008.
OHIO TRIALS
Trials, Inc. COCR Clubgrounds, Sugar Grove. Info 216/327-2527.

FREE CALENDAR LISTING

Calendar listings are a free service. Type or legibly print all the information asked for below and mail to Cycle News Calendar, P.O. Box 498, Long Beach, CA 90801-0498. Calendar listings cannot be accepted over the phone; we must have a complete Calendar listing form.

Event date: _____

Type of event: _____

Event sanction/promoter/sponsoring club: _____

_____

Location of event: _____

_____

City/Town : _____ State : _____

Phone number (with area code) for more information: _____

Your name: _____

RESULTS

Motocross
D-37
Best of the West
Points Standings
Mar. 31
By Art More

O/A	
Dan Smith	520
Peter Postel	440
Dan Ashcraft	350
Grant Palenske	300
WMN	
Anna Merritt	490
Glenda Jackson	470
Vicki Scott	400
S/SR	
Ed Mazenko	520
Ed Butler	370
Curt Horst	200
OPEN	
Dan Smith	560
Dan Ashcraft	370
Abe Bauman	320
Rick Daniel	320
250	
Peter Postel	500
John McCormick	500
Grant Palenske	400
SR	
Bill Saltzman	570
John Bainbridge	460
Art More	420
VET	
Mark Romp	440
Kenny Parry	400
Bruce Jones	350

Motocross
Motosports Park
Byron, Illinois
Apr. 3
By D. Hachmeister

MINI JR	
Jeremey Bardoner	Kaw
Tim Palka	Yam
Matt Spayer	Suz
Mike Payne	Hon
Chris Kanzler	Kaw
125 A	
Matt Bronk	Yam
Wes Freshe	Suz
David Wald	Kaw
125 B	
Brian Miller	Suz
Eric Hoercher	Kaw
Dave Carlsen	Hon
Robert Bollen	Suz
Shawn Miller	Kaw
125 C	
Jason Bardoner	Kaw
Jeff Michaud	Kaw
Tom Wald	Kaw
Jim Gallagher	Yam
Paul Mareno	Hon
OPEN	
Bob Nebel	Hon
Robert Speiss	Hon
Bob Elder	Kaw
Brad Day	Hon
Tim Bares	Kaw
SR MEN	
Wayne Welzien	Kaw
Dave Bensen	Yam
Robert Tallon	Kaw
Joe Frederickson	Cag
Ron Holdcroft	Hon
MINI SR	
Eron Ezerins	Kaw
Jeff Moore	Hon
Larry Long	Yam
Jim Wagner	Kaw
Craig Naack	Kaw
250 A	
Bob Nebel	hon
Wayne Welzien	Kaw
Matt Sheldon	Yam
Chuck Melcher	Hon
Mike Perkins	Hon
250 B	
Jerry Rose	Hon
Brian Cook	Yam
Doug Gilman	Hon
Cole Brown	Suz
John Blickle	Suz
250 C	
Joe Emrich	Kaw
Steve Vaughn	Kaw
Jeff Parkins	Kaw
Paul Patterson	Kaw
VINT	
Gary Fenili	Kaw
Tom Lawsha	Yam
Mitch Parkins	Yam
Martin Knaak	Hon
S/SR	
Dave Carlsen	Hon
Marv Wiemken	Kaw
Ron George	Kaw

Motocross
White Oaks MX
Fredericksburg, VA
Apr. 23
By Caryl Pigg

51 AUTO	
Cord Whitley	Yam
65	
Shane Brown	Kaw
Jake Hines	Kaw
John Hopkins	Kaw
Ashley Bruce	Kaw
85 7-11 STK	
Jake Hines	Kaw
Tommy Breeden Jr.	Hon
Freddie Hamilton	Hon
85 12-13 STK	
Ben Ricks	Yam
Joseph Fox	Kaw
Shawn Schultz	Kaw
Billy Judah	Hon
Alexander Thacker	Kaw
85 9-13 MOD	
Ben Ricks	Yam
Tres Bruce	Kaw
Joseph Fox	Kaw
Billy Judah	Hon
85 14-15 MOD	
Billy Schlag	Kaw
Tom Welch	Kaw
Matthew Rice	Kaw
Brian Vick	Kaw
Mike Martin	Kaw
85 14-15 STK	
Billy Schlag	Kaw
Tom Welch	Kaw
Gary Oliver	Kaw
Johnny Cox	Hon
Matthew Rice	Kaw
125 A STK	
Todd Stith	Yam
Billy Martinn	Kaw
Travis Daniels	Hon
John Hill	Hon
John Winslow	
125 A MOD	
Pete Payne	Hon
Billy Martin	Kaw
Todd Stith	Yam
Travis Daniels	Hon
Jimmy Ogles	Hon
125 B STK	
Bill Silvarole	Kaw
Dennis Tompkins	Kaw
Jason Rivas	Kaw
Steve Weley	Hon
Herbert Tompkins	Kaw
125 B MOD	
Bill Silvarole	Kaw
Jason Rivas	Kaw
Dennis Tompkins	Kaw
Eddie Sitauk	Hon
Herbert Tompkins	Kaw
125 C STK	
William Cox	Suz
Sonny Taylor	Kaw
Jamie Frazier	Hon
Billy Piercy	Hon
John Drumheller	
125 C MOD	
Billy Piercy	Hon
Robert Runyan	Kaw
John Morfit	Kaw
Brian Dezarn	Hon
James Massey	Suz
125 12-15 STK SCHBY	
Cliff Markham	Kaw
Mike Martin	Kaw
Daniel Whitten	Cag
125 12-15 MOD SCHBY	
Cliff Markham	Kaw
Mike Martin	Kaw
250 A STK	
Mike Harris	Hon
Pete Payne	Hon
Jason Dedomenico	Suz
Joey Taylor	Suz
Michael Griffin	Kaw
250 A MOD	
Mike Harris	Hon
Jason Dedomenico	Suz
Adron Hatcher	Hon
Rick Pinney	Hon
Michael Morgan	Hon
250 B STK	
Bill Silvarole	Kaw
Vic Rivas	Kaw
Steve Wood	Kaw
Steve Wiley	Hon
Walter Watson	Suz
250 B MOD	
Bill Silvarole	Kaw
Victor Rivas	Kaw
Steve Wood	Kaw
Walter Watson	Suz
Hastings Foote	
250 C STK	
Dennis Jones	Hon
Chris Taylor	Yam
Robert Mason	Hon
Jesse Dudley	Yam
David McFadyen	Yam
250 C MOD	
Ray McClarren	Hon
Anthony Goddard	Hon
Greg Gipson	
James Baker	
Harry Starbird	Hon
OPEN A	
Trey Welkinson	Hon
Greg Peeper	Hon
Jeb Barrett	Yam
James Nagle	Hon
Donnie Melchier	Kaw
OPEN B/C	
Jerry Robertson	Hon
Clayton Leach	Hon
James Chiasson	Hon
Sam Bowser	Hon
Mike Curry	Yam
25 PLUS	
Todd Stith	Yam
Robbie Neeley	Kaw
Jerry Robertson	Hon
Chris Farmer	Hon
Peter Redick	Hon
SR OVER 30	
Robbie Neeley	Kaw
James Nagle	Hon
John Hampton	Hon
Martin Griffen	Hon
Brian Batterson	Suz
SR OVER 40	
Mike LoPicolo	Hon
Bob White	Hon
Scotty Schafer	Hon

Motocross
Water Wonderland
MX Park
Midland, TX
Apr. 3
By MC Rogers

125 NOV	
Kevin Foster	Yam
Shane Windham	Kaw
Corey Westbrook	Kaw
Scott Hamilton	Yam
Joe Gabbard	Hon
125 INT	
Freddie Veteto	Kaw
Shannon Manney	Yam
Doug Glenn	Kaw
P/W	
Lindsey Griffith	Suz
250 NOV	
Jeff Foreman	Kaw
Justin Nance	Kaw
OVER 30	
Lee Jackson	Kaw
BEG	
Jerry Davis	Kaw
James Schlauch	Yam
Herman Clair	Kaw
251-500 OPEN	
Terry Maxwell	Yam
Dean Harruy	Hon
Gary Christensen	Hon
Bob Malson	Hon
80 INT	
Chris Hamilton	Yam
Aaron Justus	Kaw
Mark Shadburn	Kaw
Ryan Morris	Yam
80 NOV	
Curtis Schlauch	Kaw
Kevin Crawford	Yam
Donny Clair	Hon
Billy Dirden	Kaw

Motocross
Carlsbad Raceway
Carlsbad, CA
Apr. 2
By Robert Failing

80 BEG	
Robert Larson	Hon
125 BEG	
Kevin Slone	Hon
Chris Suster	Cag
Eric Christiansen	Yam
David Fenner	Cag
Richard Matthews	Hon
250 BEG	
Mark Beckwith	Suz
Bill Cantrell	Suz
Phil Holland	Hon
Jim Holmquist	Yam
George Griego	Hon
500 BEG	
Erik Frandsen	Hon
Doug Rahder	Hon
Joe Nye	Hon
Ed Chavez	Kaw
VET BEG	
Marc Hesthal	Hon
Darryll Heuse	Hon
Steve Larson	Hon
Robert Bujdoso	Yam
Bill Balter	Hon
OT BEG	
John Larmore	Yam
Dave Johnson	Kaw
80 JR	
John Ruof	Hon
125 JR	
Derek Meyer	Hon
Michael Edwards	Hon
Johnathan Knight	Kaw
Rick Knott	Hon
Mark Foley	Hon
250 JR	
John Galea	Hon
Chris Quintanilla	Yam
Ricky Zeigler	Hon
J. Stumetez	Suz
Bill Sipes	Yam
500 JR	
Robert Failing	Hon
Chris Jackson	Hon
VET JR	
Greg Quintanilla	Hon
Tom Flynn	Hon
Robert Failing	Hon
Michael Labadie	Hon
Bryan Benson	Hon
OT JR	
Malcom McCassey	Yam
80 INT	
Anthony Amaradio	Yam
125 INT	
Roland Windlom	Hon
Tobias Birgersson	Hon
Vicky Jackson	Hon
250 INT	
David Krock	Hon
Michael Michetti	Hon
500 INT	
Scott Bishop	Hon
Jim Odle	Hon
VET INT	
Tom Knapp	Hon
Ken Diederich	Kaw
Greg Boyce	Hon
Lee Amaradio	Yam
Garner Palenske	Kaw
OT INT	
Tim Daily	Hon
VET MSTR	
Mark McAdams	Hon
John Knight	Kaw
125 PRO	
Robert Rodges	Hon
Joe Merrihen	Hon
250 PRO	
Terry Fowler	Hon
Jim Chamberlain	Hon
Craig Davis	Yam
Vince Warren	Hon
John Griffin	Yam
500 PRO	
Mike Hooker	Hon
Vincent Deluca	Hon
VET PRO	
Vincent Deluca	Hon

Motocross
NESC
Middleboro, MA
Apr. 4

125 NOV	
Jon Davie	Hon
Ken Lyons	Kaw
Bill Dugay	Hon
Chris Anzelmo	Kaw
Jeff Hazelton	Suz
250 NOV	
Tim Leblanc	Hon
Nipper Alsup	Kaw
Phil Voisine	Yam
Russell Labonte	Hon
Mike McNeil	Hon
OPEN NOV	
Tim Leblanc	Hon
Doug Cash	Hon
Ken Niles	Hon
Wayne Garfield	Kaw
Nipper Alsup	Kaw
125 AM	
Jon Levesque	Kaw
David Fantini	Suz
Bob Beach	Kaw
J.R. Nadeau	Kaw
Steve Griff	Suz
250/OPEN AM	
John Cashman	Yam
Carl LEquia	Suz
Peter Kane	Hon
John Cullinane	Hon
Andy Kirkpatrick	Hon
125 EX	
JoJo Keller	Hon
Bill Dzielak	Hon
Pat Barton	Hon
David Rudnicki	Suz
Joe Waddington	Yam
250/OPEN EX	
Leo Fauteux	Kaw
Randy McCann	Kaw
Pat Barton	Yam
Jim Boschen	Kaw
Paul Goyette	Yam
VET	
Wemyss Scott	Yam
John Cecchi	Hon
Dick Bissonnette	Kaw
S/VET	
Jerry Borrello	Hon
Jeff Morton	Kaw
Clovis Goyette	Yam
Tom Navarro	Hon
85 BEG	
Bob Busa	Yam
Mark Shea	Kaw
Chis Newbould	Yam
Jeff Proulx	Suz
Ron Tiddle	Hon
85 JR	
Gary Douville	Kaw
Dan Boone	Kaw
Joe Zimmerman	Kaw
John Ruddy	Kaw
Jody Mitchell	Hon
85 SR	
Steve Giboney	Hon
Tony Lorusso	Yam
Jason Fowler	Kaw
Scott Sheak	Kaw
Randy Dow	Kaw
125 BEG	
Bill Dugay	hon
John Maclellan	Hon
Dan Tinkham	Hon
Ryan Adams	Kaw
Peter Flaven	Kaw
125 JR	
Chris Anzelmo	Kaw
Keith Goyette	Yam
David Debelis	Kaw
Trevor Lewis	Yam
Jeff Neilander	Hon
125 SR	
Jon Levesque	Kaw
Bob Beach	Kaw
Shawn Conray	Kaw
Steve Giboney	Hon
Tony Lorusso	Yam

LORETTA LYNN'S NORTHEAST AREA QUALIFIER
"The Challenger" Motocross
April 30 & May 1 All Regular Classes
$25.00 Qualifier Entry • $15.00 Non Qualifier Entry
Practice 8:00am **Race 10:00am**
Gates Open 4:00pm Friday
Sign Up 4-10pm Friday
6-8am Saturday
**Riders Must Attend Both Days. One Moto Per Class Each Day*
Info: **(412) 726-5494** or **(412) 726-8204**
DIRECTIONS: Route 286 West of Indiana, PA (9 Miles) Follow signs from Jacksonville, PA
AMA SANCTIONED

KNOBBIE/PADDLE TIRE SALE

KENDA K527D		ATV	
410 x 18	25.95	2211 x 8 (Paddle)	41.95
450 x 18	31.95	2211 x 8 (Desert)	39.95
510 x 18	35.95		
530 x 18	36.95		
510 x 17	34.95		
300 x 21	21.95		

Torrance-South Bay
26023 So. Western
Lomita, CA
(213) 539-4150

San Fernando Valley
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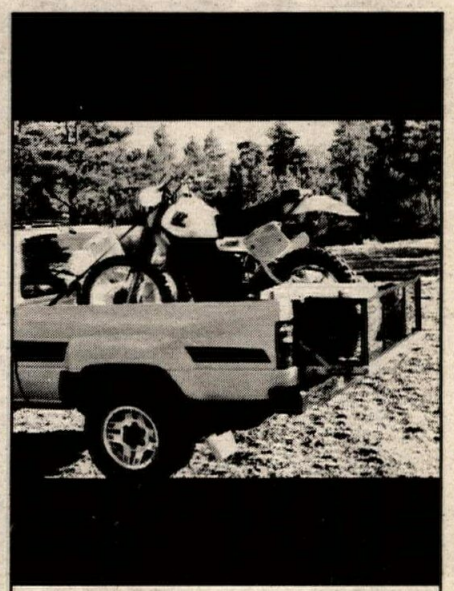

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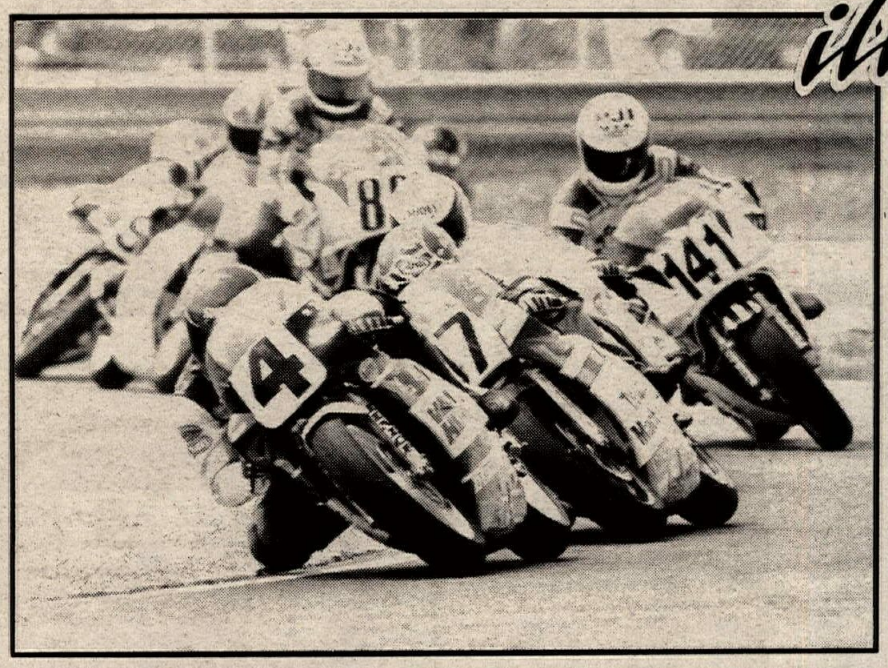

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In the WIND
BY PAPA WEALEY

(Continued from page 4)

federal "402" funds, according to the AMA, which lobbied heavily for national priority status. Federal "402" funding comes from the State and Community Highway Safety Grant Program and is made available each year to states that request funds for highway safety projects. At the urging of the AMA, U.S. Senator John C. Danforth (R-Missouri) played a role in helping secure federal funding by writing the Department of Transportation and urging DOT to make the funds available. Danforth is the senator who introduced the 1987 Motorcycle Safety Act and then withdrew support for his own bill after extensive discussions with the AMA. Danforth's bill could have banned the sale of Japanese-made superbikes in the United States. Motorcycle safety programs were the only new area added to the six existing national priority program areas established in 1982. Those areas include: occupant protection, alcohol countermeasures, police traffic services, emergency medical services, traffic records, safety construction and operational improvements. The Motorcycle Safety Foundation joined the AMA in lobbying for national priority status.

AMA membership stood at 144,550 members at the end of February. A total of 137,551 members belonged to the association at the end of February, 1987.

Team Suzuki motocrosser Keith Turpin suffered a broken right femur during heat race action at the Pontiac Supercross, April 9. Turpin underwent surgery the following morning and a rod was placed to set the bone. Cards and letters can be sent to Turpin at 786 Alice St., Forest Park, GA 30050.

The Minnesota-based Central Road-racing Association (CRA) is currently seeking workers for the following positions at their Brainerd International Raceway events: Race Chair, Paddock Marshall, co-White One (tower communications) and corner workers. Workers receive free admission for themselves plus a friend, free camping, and a T-shirt. The club is also discussing a possible worker incentive program. Interested parties should contact CRA President Bill Young at 612/822-1151.

Joel Albrecht won the Kawasaki Race of Champions, in which the top Mini riders race on identically-prepared stock Kawasaki KX80s, at the 17th Annual NMA World Mini Grand Prix held April 8-10 at Las Vegas Motocross Park near Las Vegas, Nevada. Brian Swink (Kaw) won both the 80cc Modified Expert and Super Mini classes while Buddy Antunez (Suz) took the 80cc Stock Expert crown. In pro racing Damon Bradshaw (Yam) won the 125cc Stock and 250cc Modified Pro classes, Mike Kiedrowski (Kaw) took the

(Continued to page 55)

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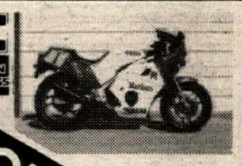

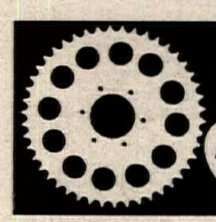

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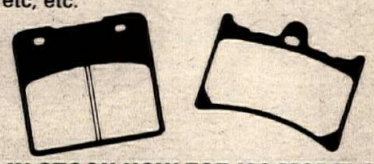

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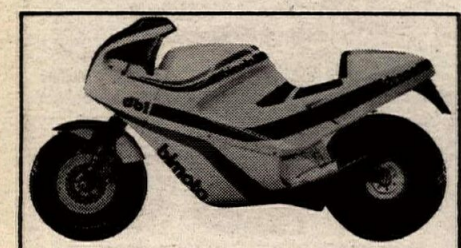

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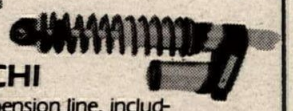

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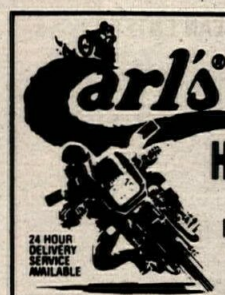

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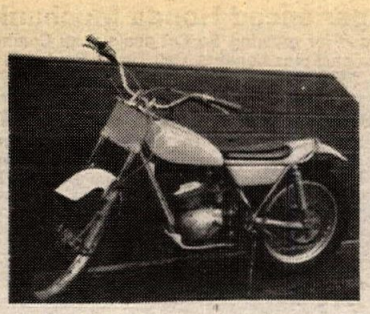

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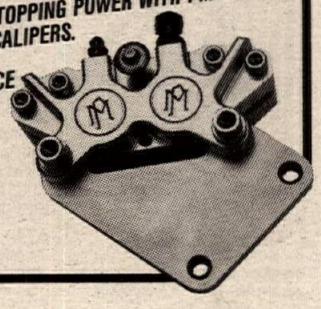

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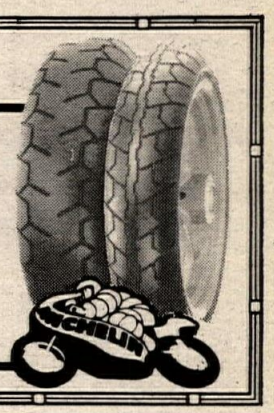

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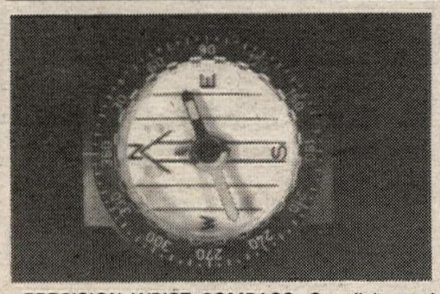

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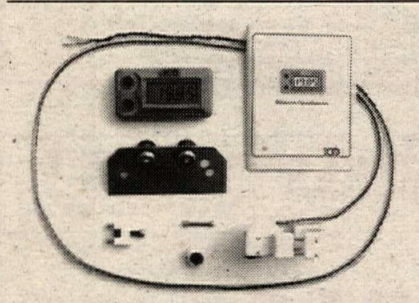

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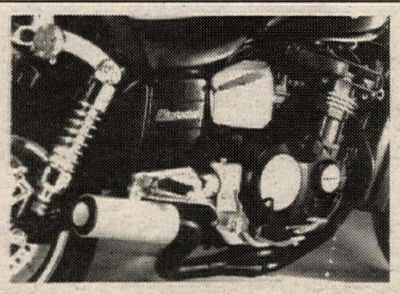

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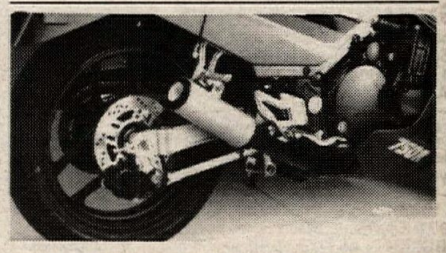

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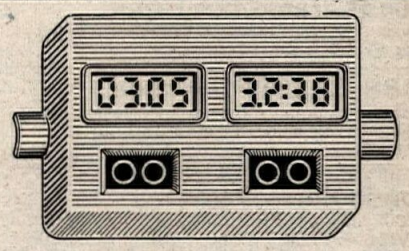

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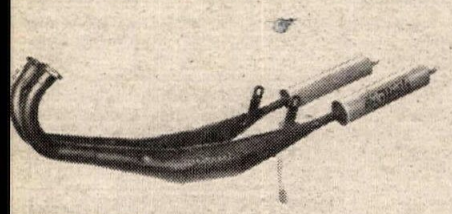

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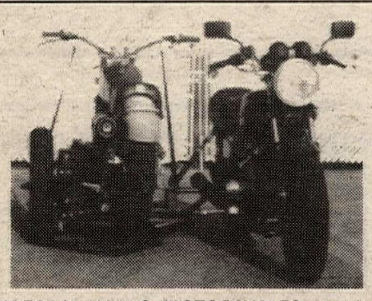

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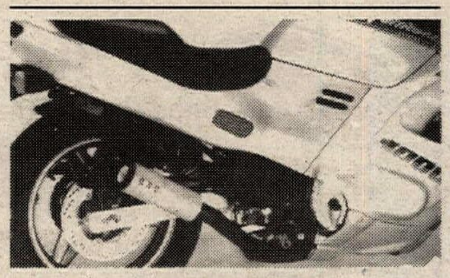

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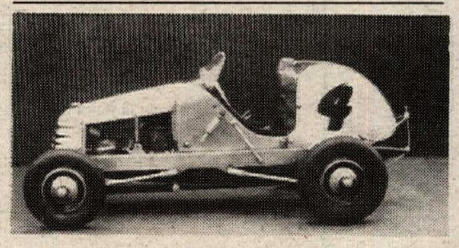

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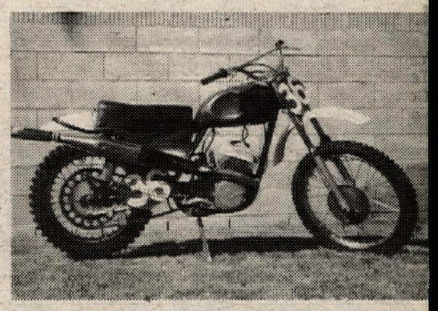

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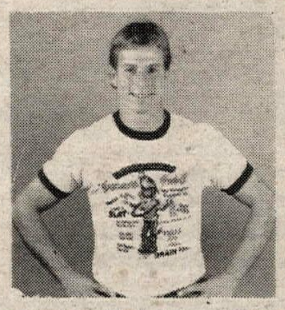

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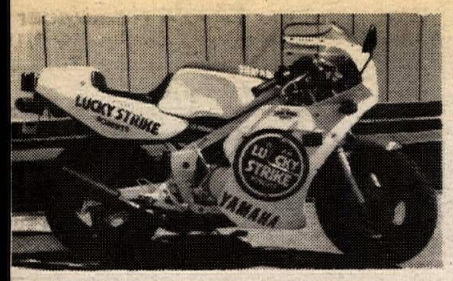

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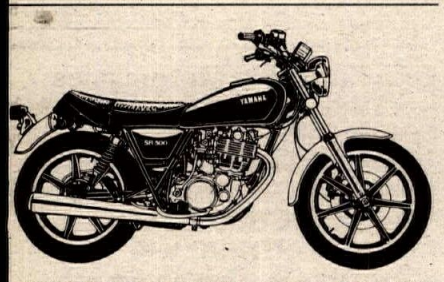

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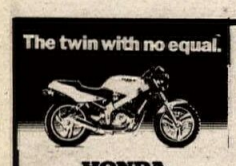

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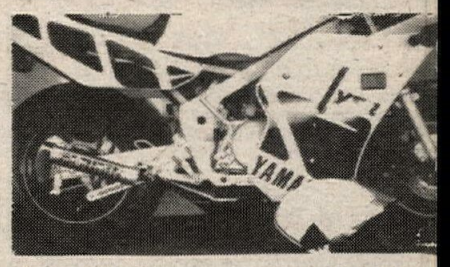

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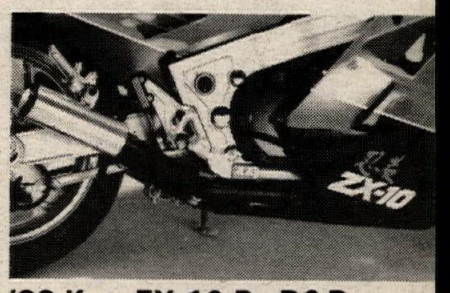

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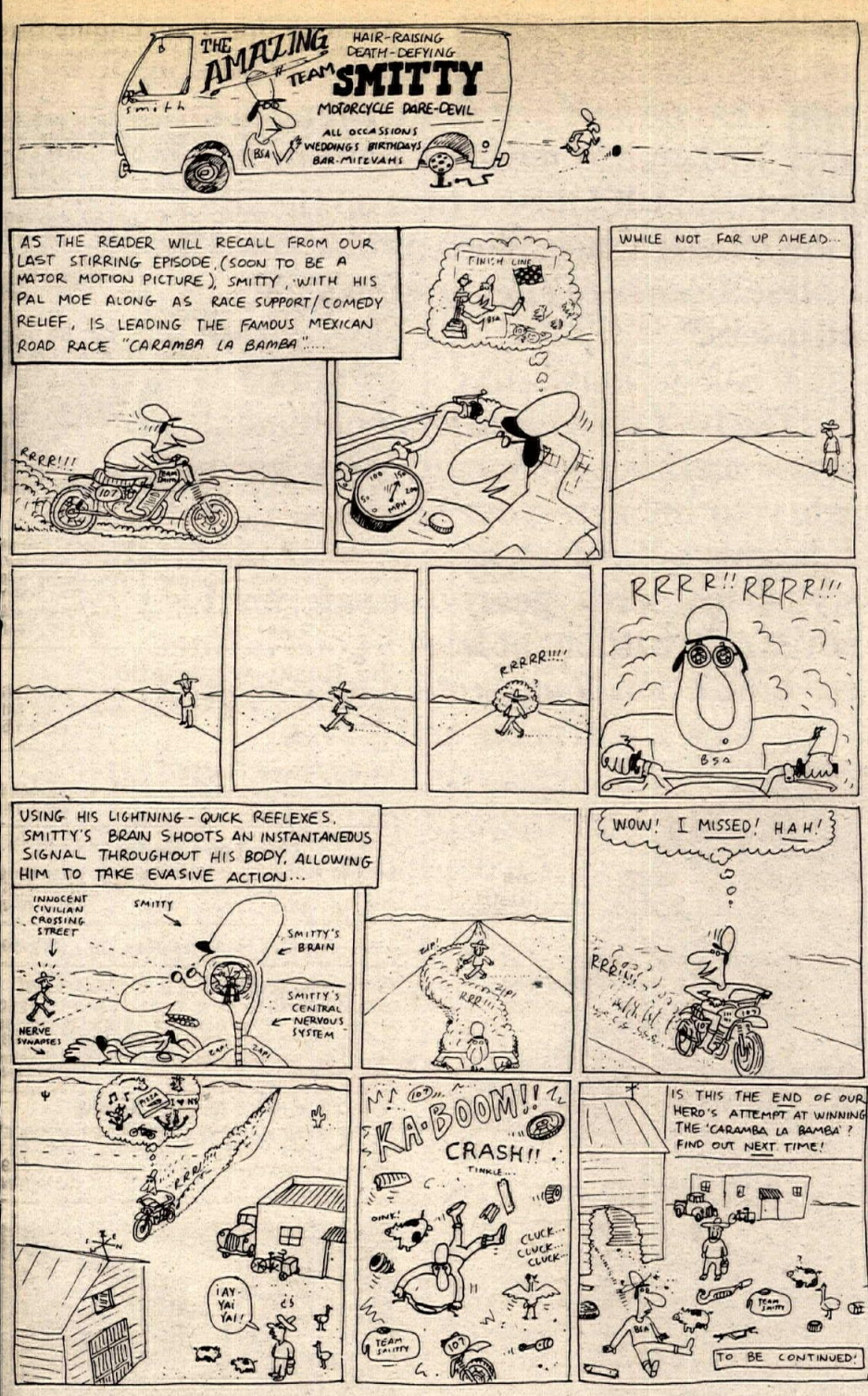

Wind

(Continued from page 46)

250cc Stock Pro class win despite riding with a broken foot, Kyle Lewis (Hon) won the 125cc Modified Pro class and Craig Davis (Yam) was the 500cc Pro class winner.

Kawasaki's Jeff Ward has had trouble with lapped riders in past stadium races, so before the first night at Pontiac his factory KX250 sported a horn mounted underneath the right-side radiator. Ward never got to use it. It broke in his heat race and was removed, according to Ward's mechanic Tom Morgan.

A *Cycle News* reader who attended the U.S. GP at Laguna Seca reported seeing a Sierra Club commercial on a Monterey-area television station which "thanked" U.S. Senator Pete Wilson (R-California) for supporting S7, the 1987 California Desert Protection Act. When asked about the commercial, Julia Justus, a field representative for Wilson's Los Angeles office, said, "It's certainly not accurate that the senator has endorsed S7. There has been no change in his position." The bill, which was written by the Sierra Club and introduced by U.S. Senator Alan Cranston (D-California), would close much of the southern California desert to off-road riding.

Pete Wilson and Alan Cranston, California's U.S. Senators, met on April 11 to discuss Cranston's California Desert Protection Act, according to Bill Livingston, Wilson's press secretary. Although Wilson's office had no comment on the discussions, Livingston did say that Wilson is carefully studying S7. "(Wilson) has not come out and indicated the areas he does or does not support," said Livingston. "He supports some of the concepts, but he has not supported the bill. He understands that there are discussions down the road and that this is only the beginning of the process."

Corporal Robert L. Shaw, 31, of Salinas, a nine-year veteran with the Monterey County Sheriff's Department, suffered a fatal heart attack about 10:00 p.m., Saturday, April 9, during an altercation between deputies and race fans at Laguna Seca Raceway, according to Sheriff's Department Captain Roger Chatterton. Shaw was one of about 40 horseback-mounted deputies who moved into a camping area to quell distrubances among race-goers at the U.S. GP road race. When deputies entered the campground, campers began pelting them with rocks, bottles, fireworks and eggs. "The hostile crowd was about 300, although the number (of campers) in the area was much larger," Chatterton said. Despite rumors that Shaw had been killed by a hurled bottle, he was not struck by flying objects, according to Chatterton.

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People constantly ask National Motocross Champion Rick Johnson for riding tips. Here he shares some guidelines all riders can learn from.

On The Rights of Others:

"I hate loud bikes, and I've been racing motorcycles for years. How do you think someone who doesn't ride feels about them? Only squids modify their bikes' silencers. And riding on private land without permission is even more irresponsible. It's already tough to find good places to ride; loud machines and thoughtless riders make it tougher. Less sound means more ground."

On Riding Responsibly:

"Drinking and riding or using drugs and riding is crazy, no matter how good you think you are. Serious riders can't afford to take chances like that. Nobody can."

On Concern for The Environment:

"Where you ride is as important as how you ride or what you ride. That doesn't just mean riding in an approved area, it means staying on established trails. If I miss a turn on the track, I might lose a race. When a rider cuts the course anywhere else, erosion makes us all losers."

On Safety Equipment:

"The best piece of safety equipment isn't something you buy, it's what you put inside your helmet—your head. Use it, and ride smart. You don't have to wear the most stylish motocross gear to be safe, but I never ride without at least a good helmet, eye protection, long pants, a long-sleeved jersey, and boots and gloves."

Rick Johnson is a winner on and off the track. And winners ride safely. For more information on riding classes, call the Motorcycle Safety Foundation toll free at 1-800-447-4700.

HONDA

Winners ride safely.

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"The rules of the road don't end with the pavement."

—Rick Johnson